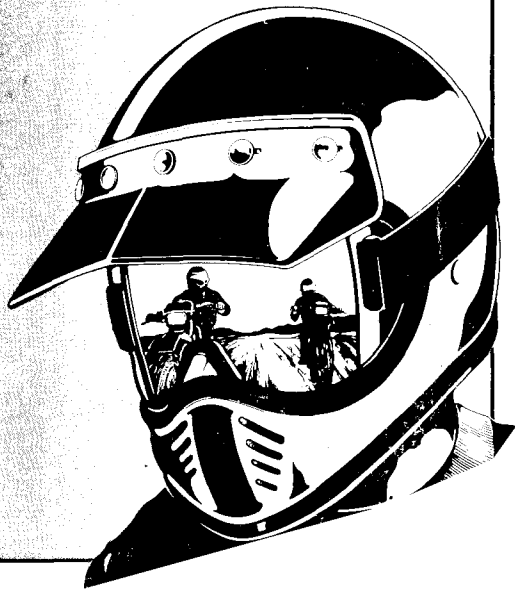


HONDA

OWNER'S MANUAL

DEGREE
XL250



HONDA
DEGREE
XL250

OWNER'S MANUAL

IMPORTANT NOTICE

- **OPERATOR AND PASSENGER**

This motorcycle is designed to carry the operator and one passenger. Never exceed the maximum weight capacity as shown on the tyre information label.

- **ON/OFF-ROAD USE**

This motorcycle is designed for “dual purpose” use.

- **READ THIS OWNER'S MANUAL CAREFULLY**

Pay special attention to statements preceded by the following words:

⚠ WARNING

Indicates a strong possibility of severe personal injury or death if instructions are not followed.

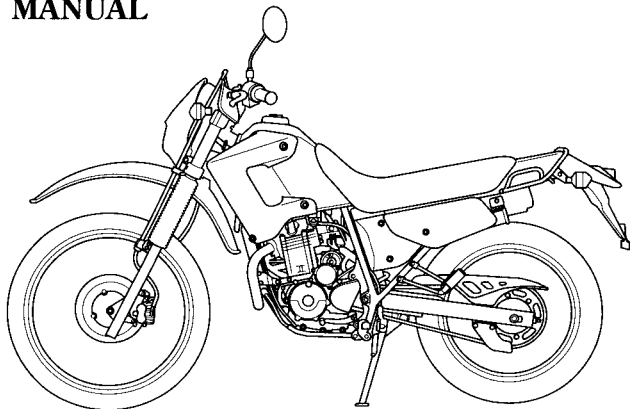
CAUTION:

Indicates a possibility of personal injury or equipment damage if instructions are not followed.

NOTE: Gives helpful information.

This manual should be considered a permanent part of the motorcycle and should remain with the motorcycle when resold.

**HONDA DEGREE
XL250
OWNER'S MANUAL**



All information in this publication is based on the latest production information available at the time of approval for printing. HONDA MOTOR CO.,LTD. reserves the right to make changes at any time without notice and without incurring any obligation.

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WELCOME

The motorcycle presents you a challenge to master the machine, a challenge to adventure. You ride through the wind, linked to the road by a vehicle that responds to your commands as no other does. Unlike an automobile, there is no metal cage around you. Like an airplane, a pre-ride inspection and regular maintenance are essential to your safety. Your reward is freedom.

To meet the challenges safely, and to enjoy the adventure fully, you should become thoroughly familiar with this owner's manual **BEFORE YOU RIDE THE MOTORCYCLE**.

When service is required, remember that your Honda dealer knows your motorcycle best. If you have the required mechanical "know-how" and tools, your dealer can supply you with an official Honda Service Manual to help you perform many maintenance and repair tasks.

Pleasant riding, and thank you for choosing a Honda !

OPERATION

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MOTORCYCLE SAFETY

⚠ WARNING

- * Motorcycle riding requires special efforts on your part to ensure your safety. Know these requirements before you ride:**

SAFE RIDING RULES

1. Always make a pre-ride inspection (page 35) before you start the engine. You may prevent an accident or equipment damage.
2. Many accidents involve inexperienced riders. Most countries require a special motorcycle riding test or license. Make sure you are qualified before you ride. NEVER lend your motorcycle to an inexperienced rider.
3. Many automobile/motorcycle accidents happen because the automobile driver does not “see” the motorcyclist. Make yourself conspicuous to help avoid the accident that wasn’t your fault:
 - Wear bright or reflective clothing.
 - Don’t ride in another motorist’s “blind spot.”
4. Obey all national and local laws and regulations.
 - Excessive speed is a factor in many accidents. Obey the speed limits, and NEVER travel faster than conditions warrant.
 - Signal before you make a turn or lane change. Your size and maneuverability can surprise other motorists.

5. Don't let other motorists surprise you. Use extra caution at intersections, parking lot entrances and exits, and driveways.
6. Keep both hands on the handlebars and both feet on the footpegs while riding. A passenger should hold on to the motorcycle or the operator with both hands and keep both feet on the passenger footpegs.

PROTECTIVE APPAREL

1. Most motorcycle accident fatalities are due to head injuries: ALWAYS wear a helmet. You should also wear a face shield or goggles as well as boots, gloves and protective clothing. A passenger needs the same protection.
2. The exhaust system becomes hot during operation, and it remains hot for a while after stopping the engine. Be careful not to touch the exhaust system while it is hot. Wear clothing that fully covers your legs.
3. Do not wear loose clothing which could catch on the control levers, footpegs, drive chain or wheels.

MODIFICATIONS

⚠ WARNING

- * Modification of the motorcycle, or removal of original equipment, may render the vehicle unsafe or illegal. Obey all national and local equipment regulations.

LOADING AND ACCESSORIES

⚠ WARNING

***To prevent an accident, use extreme care when adding and riding with accessories and cargo. Addition of accessories and cargo can reduce a motorcycle's stability, performance and safe operating speed. Never ride an accessory-equipped motorcycle at speeds above 130 km/h (80 mph). And remember that this 130 km/h (80mph) limit may be reduced by installation of non-Honda accessories, improper loading, worn tyres and overall motorcycle condition, poor road or weather conditions. These general guidelines may help you decide whether or how to equip your motorcycle and how to load it safely.**

Loading

The combined weight of the rider, passenger, cargo and additional accessories must not exceed the maximum weight capacity:

158 kg (348 lbs)

Do not exceed the following cargo weight limit for the rear carrier :

3 kg (6 lbs)

Overloading the rear carrier will adversely affect stability and handling.

1. Keep cargo weight low and close to the center of the motorcycle. Load weight equally on both sides to minimize imbalance. As weight is located further from the motorcycle's center of gravity, handling is proportionally affected.
2. All cargo must be secure for stable handling. Recheck cargo security frequently.
3. Do not attach large or heavy items (such as a sleeping bag or tent) to the handlebars, fork, or fender. Unstable handling or slow steering response may result.

Accessories

You are personally responsible for proper selection, installation, and use of non-Honda accessories. Always follow the guidelines under Loading, and these:

1. Carefully inspect the accessory to make sure it does not obscure any lights, reduce ground clearance and banking angle, or limit suspension travel, steering travel or control operation.
2. Luggage racks are for lightweight items. Bulky items may snag on a tree or other nearby object causing loss of control.
3. Do not add electrical equipment that will exceed the motorcycle's electrical system capacity. An electrical failure could cause a dangerous loss of lights or engine power at night, far from help.

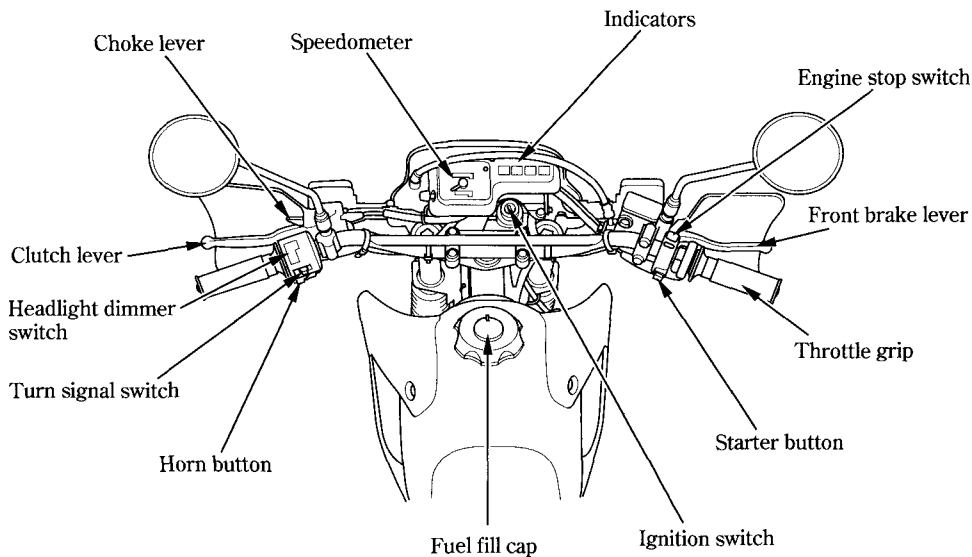
OFF-ROAD SAFETY

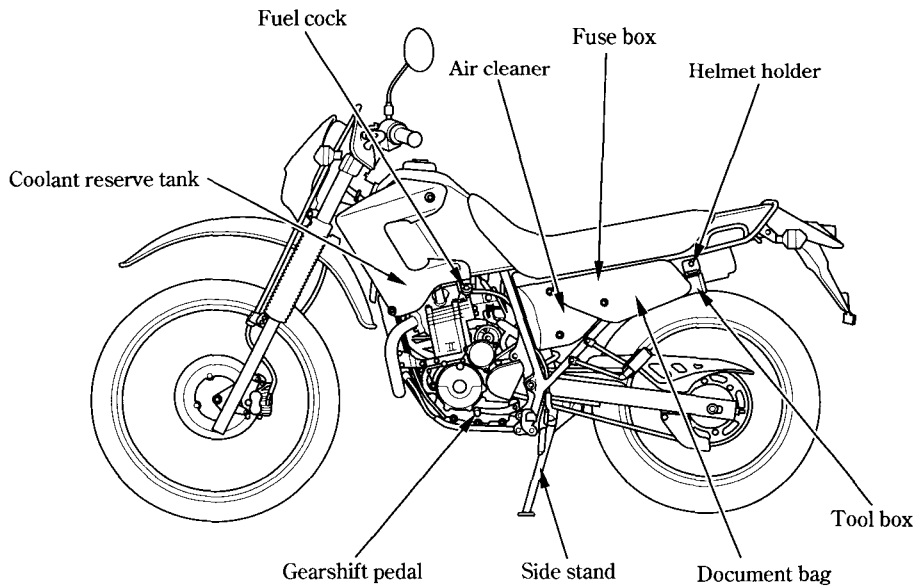
Learn to ride in an uncongested off-road area free of obstacles before venturing onto unfamiliar terrain.

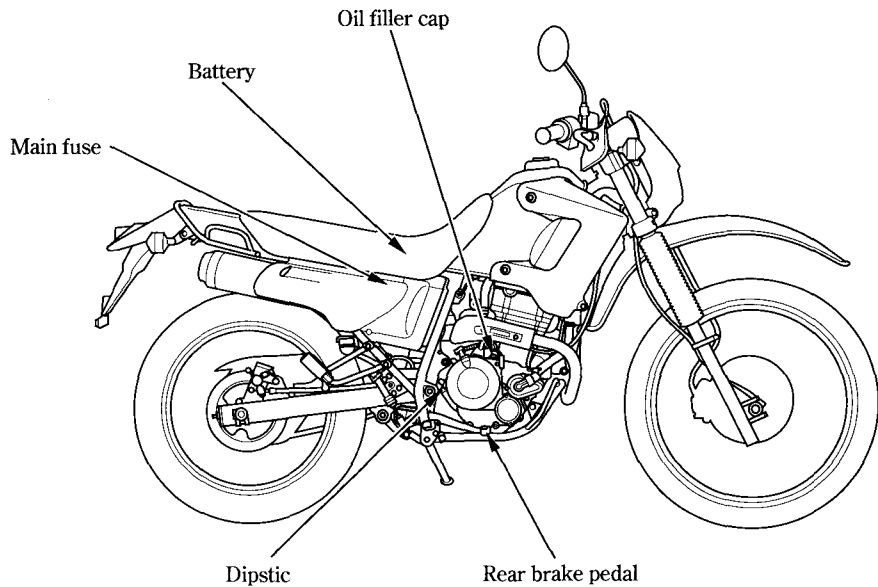
1. Always obey local off-road riding laws and regulations.
2. Obtain permission to ride on private property. Avoid posted areas and obey "NO Trespassing" signs.
3. Ride with a friend on another motorcycle so that you can assist each other in case of trouble.
4. Familiarity with your motorcycle is critically important should a problem occur far from help.
5. Never ride beyond your ability and experience or faster than conditions warrant.
6. If you are not familiar with the terrain, ride cautiously. Hidden rocks, holes, or ravines could spell disaster.

7. Spark arresters and mufflers are required in most off-road areas. Don't modify your exhaust system. Remember that excessive noise bothers everyone and creates a bad image for motorcycling.

PARTS LOCATION





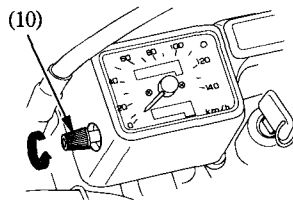
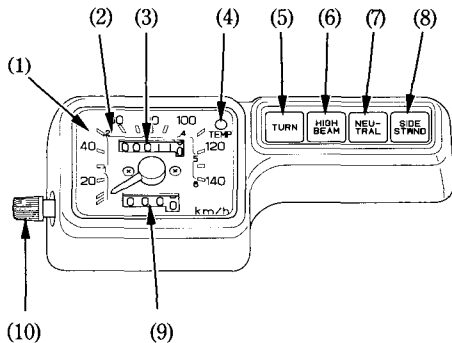


INSTRUMENTS AND INDICATORS

The instruments are grouped together above the headlight case.

Their functions are described in the table on the following page.

- (1) Speedometer
- (2) Gear range
- (3) Odometer
- (4) Coolant temperature indicator
- (5) Turn signal indicator
- (6) High beam indicator
- (7) Neutral indicator
- (8) Side stand indicator
- (9) Tripmeter
- (10) Tripmeter reset knob



(Ref. No.) Description	Function
(1) Speedometer	Shows riding speed.
(2) Gear range	Shows proper speed range for each gear.
(3) Odometer	Shows accumulated mileage.
(4) Coolant temperature indicator (red)	<p>Lights when the coolant is over the specified temperature.</p> <p>If the indicator goes on while riding, stop the engine and check the reserve tank coolant level. Read pages 18–19 and do not ride the motorcycle until the problem has been corrected.</p> <p>CAUTION:</p> <p>* Exceeding maximum running temperature may cause serious engine damage.</p>
(5) Turn signal indicator (amber)	Flashes when either turn signal is operated.
(6) High beam indicator (blue)	Lights when the headlight is on high beam.
(7) Neutral indicator (green)	Lights when the transmission is in neutral.
(8) Side stand indicator (amber)	<p>Lights when the side stand is put down.</p> <p>Before parking, check that the side stand is fully down; the light only indicates the side stand ignition cut-off system (page 36) is activated.</p>
(9) Tripmeter	Shows mileage per trip.
(10) Tripmeter reset knob	Resets tripmeter to zero (0) . Turn knob in direction shown.

MAJOR COMPONENTS (Information you need to operate this motorcycle)

⚠ WARNING

- * If the Pre-ride Inspection (page 35) is not performed, severe personal injury or vehicle damage may result.

BRAKES

Both the front and rear brakes are the hydraulic disc types.

As the brake pads wear, the brake fluid level drops.

There are no adjustments to perform, but fluid level and pad wear must be inspected periodically. The system must be inspected frequently to ensure there are no fluid leaks. If the control lever or pedal free travel becomes excessive and the brake pads are not worn beyond the recommended limit (page 77), there is probably air in the brake system and it must be bled. See your authorized Honda dealer for this service.

Front Brake Brake Fluid Level:

⚠ WARNING

- * Brake fluid may cause irritation. Avoid contact with skin or eyes. In case of contact, flush thoroughly with water and call a doctor if your eyes were exposed.
- * **KEEP OUT OF REACH OF CHILDREN.**

CAUTION:

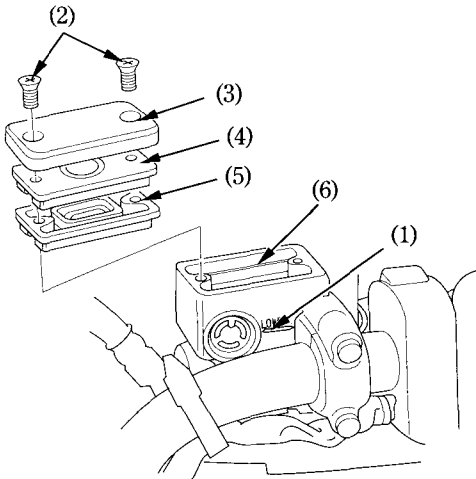
- * Handle brake fluid with care because it can damage plastic and painted surfaces.
- * When adding brake fluid, be sure the reservoir is horizontal before the cap is removed or brake fluid may spill out.
- * Use only DOT 4 brake fluid from a sealed container.
- * Never allow contaminants such as dirt or water to enter the brake fluid reservoir.

Check that the fluid level is above the LOWER level mark (1) with the motorcycle in an upright position.

Brake fluid must be added to the reservoir whenever the fluid level begins to reach the LOWER level mark (1). Remove the screws (2), reservoir cover (3), diaphragm plate (4), and diaphragm (5). Fill the reservoir with DOT 4 BRAKE FLUID from a sealed container up to the upper level mark (6). Reinstall the diaphragm, diaphragm plate, and cover. Tighten the screws securely.

Other Checks:

Make sure there are no fluid leaks. Check for deterioration or cracks in the hoses and fittings.



- | | |
|----------------------|----------------------|
| (1) LOWER level mark | (4) Diaphragm plate |
| (2) Screws | (5) Diaphragm |
| (3) Reservoir cover | (6) UPPER level mark |

Rear Brake

Rear Brake Fluid Level:

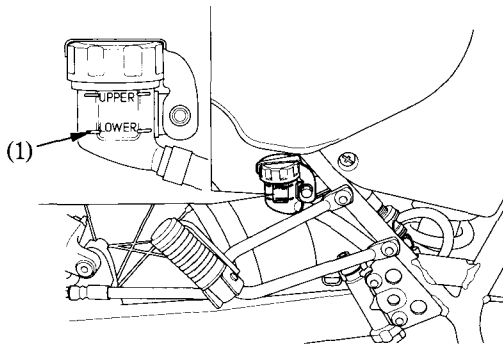
▲WARNING

- * Brake fluid may cause irritation. Avoid contact with skin or eyes. In case of contact, flush thoroughly with water and call a doctor if your eyes were exposed.
- * **KEEP OUT OF REACH OF CHILDREN.**

CAUTION:

- * Handle brake fluid with care because it can damage plastic and painted surfaces.
- * When adding brake fluid, be sure the reservoir is horizontal before the cap is removed or brake fluid may spill out.
- * Use only DOT 4 brake fluid from a sealed container.
- * Never allow contaminants such as dirt or water to enter the brake fluid reservoir.

Check that the fluid level is above the LOWER level mark (1) with the motorcycle in an upright position.

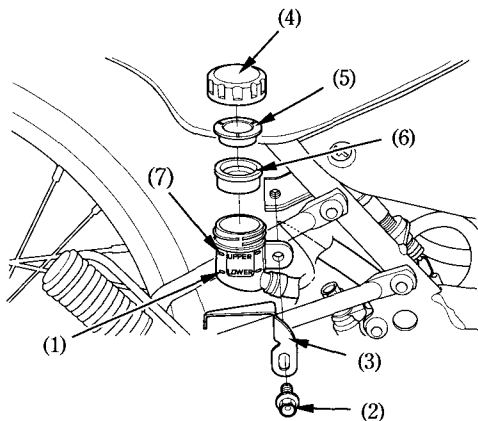


(1) Lower level mark

Brake fluid must be added to the reservoir whenever the fluid level begins to reach the LOWER level mark (1). Remove the bolt (2) and cap holder (3). Remove the reservoir cap (4), diaphragm plate (5) and the diaphragm (6). Fill the reservoir with DOT 4 BRAKE FLUID from a sealed container up to the UPPER level mark (7). Reinstall the diaphragm, diaphragm plate, cap, cap holder and bolt securely.

Other Checks:

Make sure there are no fluid leaks. Check for deterioration or cracks in the hoses and fittings.



- (1) LOWER level mark
- (2) Bolt
- (3) Cap holder
- (4) Reservoir cap
- (5) Diaphragm plate
- (6) Diaphragm
- (7) UPPER level mark

CLUTCH

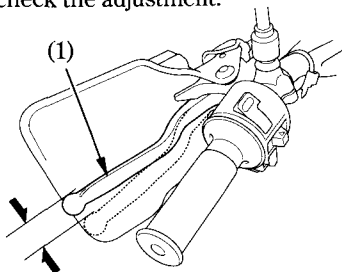
Adjustment:

Clutch adjustment may be required if the motorcycle stalls when shifting into gear or tends to creep; or if the clutch slips, causing acceleration to lag behind engine speed. Minor adjustments can be made with the clutch cable adjuster (4) at the lever (1).

Normal clutch lever free play is:

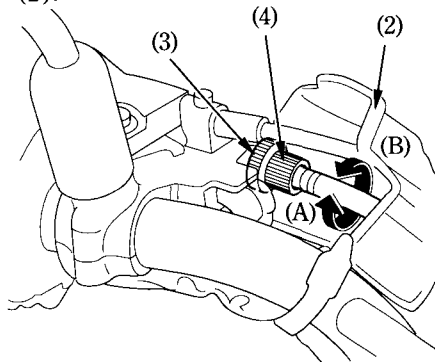
10–20 mm (0.4–0.8 in)

1. Pull back the rubber dust cover (2). Loosen the lock nut (3) and turn the adjuster (4). Tighten the lock nut (3) and check the adjustment.



(1) Clutch lever

2. If the cable adjuster is threaded out near its limit or the correct free play cannot be obtained using the cable adjuster (4), a major adjustment must be made. Loosen the lock nut (3) and turn in the cable adjuster (4) completely. Tighten the lock nut (3) and install the rubber dust cover (2).



(2) Dust cover

(3) Lock nut

(4) Clutch cable adjuster

(A) Increase free play

(B) Decrease free play

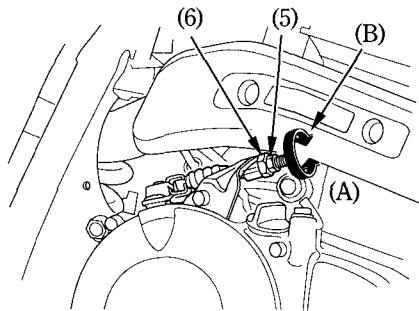
3. Loosen the lock nut (5) at the lower end of the cable. Turn the adjusting nut (6) to obtain the specified free play. Tighten the lock nut (5) and check the adjustment.
4. Start the engine, pull in the clutch lever and shift into gear. Make sure the engine does not stall and the motorcycle does not creep. Gradually release the clutch lever and open the throttle. The motorcycle should begin to move smoothly and accelerate gradually.

NOTE:

- * If proper adjustment cannot be obtained or the clutch does not work correctly, see your authorized Honda dealer.

Other Checks:

Check the clutch cable for kinks or signs of wear that could cause sticking or failure. Lubricate the clutch cable with a commercially available cable lubricant to prevent premature wear and corrosion.



- | | |
|-------------------|------------------------|
| (5) Lock nut | (A) Increase free play |
| (6) Adjusting nut | (B) Decrease free play |

COOLANT

Coolant Recommendation

The owner must properly maintain the coolant to prevent freezing, overheating, and corrosion. Use only high quality ethylene glycol antifreeze containing corrosion protection inhibitors specifically recommended for use in aluminum engines. (SEE ANTIFREEZE CONTAINER LABEL).

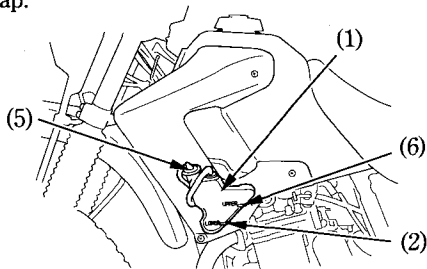
CAUTION:

- * Use only low-mineral drinking water or distilled water as a part of the antifreeze solution. Water that is high in mineral content or salt may be harmful to the aluminum engine.**

The factory provides a 50/50 solution of antifreeze and distilled water in this motorcycle. This coolant solution is recommended for most operating temperatures and provides good corrosion protection. A higher concentration of antifreeze decreases the cooling system performance and is recommended only when additional protection against freezing is needed. A concentration of less than 40/60 (40% antifreeze) will not provide proper corrosion protection. During freezing temperatures, check the cooling system frequently and add higher concentrations of antifreeze (up to a maximum of 60% antifreeze) if required.

Inspection

The reserve tank is behind the left shroud. Check the coolant level in the reserve tank (1) while the engine is at the normal operating temperature with the motorcycle in an upright position. If the coolant level is below the LOWER level mark (2), remove the protector (3) by removing the bolt (4), remove the reserve tank cap (5) and add coolant mixture until it reaches the UPPER level mark (6). Do not remove the radiator cap.

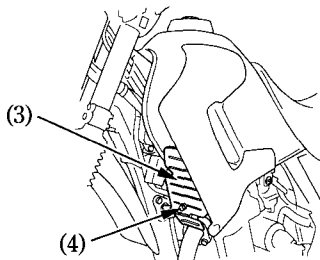


- | | |
|----------------------|----------------------|
| (1) Reserve tank | (4) Bolt |
| (2) LOWER level mark | (5) Reserve tank cap |
| (3) Protector | (6) UPPER level mark |

⚠ WARNING

- * Do not remove the radiator cap when the engine is hot. The coolant is under pressure and could scald you.
- * Keep hands and clothing away from the cooling fan, as it starts automatically.

If the reserve tank is empty, or if coolant loss is excessive, check for leaks and see your authorized Honda dealer for repair.



FUEL OFF

With the fuel cock in the OFF position, fuel cannot flow from the tank to the carburetor. Turn the cock OFF whenever the motorcycle is not in use.

ON

With the fuel cock in the ON position, fuel will flow from the main fuel supply to the carburetor.

RES

With the fuel cock in the RES position, fuel will flow from the reserve fuel supply to the carburetor. Use the reserve fuel only when the main supply is gone. Refill the tank as soon as possible after switching to RES.

The reserve fuel supply is:

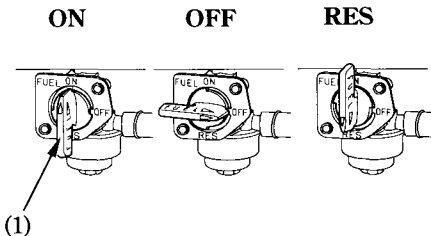
1.9 l (0.50 US gal , 0.42 Imp gal)

⚠ WARNING

*** To avoid running out of fuel that may result in a sudden stop, learn how to operate the fuel cock when riding the motorcycle.**

NOTE:

*** Remember to check that the fuel cock is in the ON position each time you refuel. If the cock is left in the RES position, you may run out of fuel with no reserve.**



(1) Fuel cock

Fuel Tank

The fuel tank capacity including the reserve supply is:

9.3 ℓ (2.46 US gal, 2.05 Imp gal)

To open the fuel fill cap (1) insert the ignition key (2) and turn the key clockwise until it stops and rotate the fuel fill cap counterclockwise until it clicks. Lift off the fuel fill cap.

After refueling, to close the fuel fill cap, align the tabs of the fuel fill cap to the slots of the filler neck with the arrow (3) mark on the cap pointing towards the rear of the motorcycle.

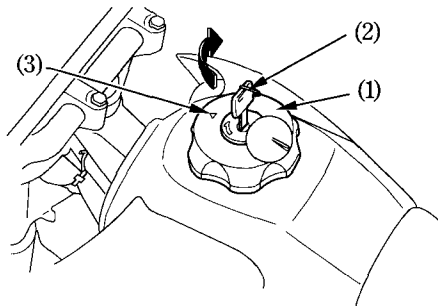
Turn the fuel fill cap clockwise until it clicks. The arrow should be pointing towards the front.

Turn the key counterclockwise until it stops and remove the key.

Use unleaded petrol with a research octane number of 91 or higher.

CAUTION:

*** If “spark knock” or “pinking” occurs at a steady engine speed under normal load, change brands of petrol. If spark knock or pinking persists, consult your authorized Honda dealer. Failure to do so is considered misuse, and damage caused by misuse is not covered by Honda’s Limited Warranty.**

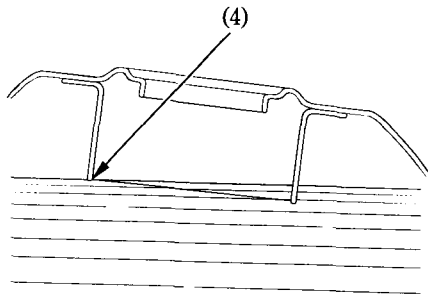


- (1) Fuel fill cap
(2) Ignition key

- (3) Arrow

⚠ WARNING

- * Petrol is extremely flammable and is explosive under certain conditions. Refuel in a well-ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where petrol is stored or where the fuel tank is refueled.
 - * Do not overfill the tank (there should be no fuel in the filler neck (4)). After refueling, make sure the fuel fill cap is closed securely.
 - * Be careful not to spill fuel when refueling. Spilled fuel or fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before starting the engine.
 - * Avoid repeated or prolonged contact with skin or breathing of vapor.
- KEEP OUT OF REACH OF CHILDREN.**



(4) Filler neck

Petrol Containing Alcohol

If you decide to use a petrol containing alcohol (gasohol), be sure it's octane rating is at least as high as that recommended by Honda. There are two types of "gasohol": one containing ethanol, and the other containing methanol. Do not use petrol that contains more than 10% ethanol. Do not use petrol containing methanol (methyl or wood alcohol) that does not also contain cosolvents and corrosion inhibitors for methanol. Never use petrol containing more than 5% methanol, even if it has cosolvents and corrosion inhibitors.

NOTE:

- * Fuel system damage or engine performance problems resulting from the use of fuels that contain alcohol is not covered under the warranty. Honda cannot endorse the use of fuels containing methanol since evidence of their suitability is as yet incomplete.
- * Before buying fuel from an unfamiliar station, try to find out if the fuel contains alcohol. If it does, confirm the type and percentage of alcohol used. If you notice any undesirable operating symptoms while using a petrol that contains alcohol, or one that you think contains alcohol, switch to a petrol that you know does not contain alcohol.

ENGINE OIL

Engine Oil Level Check

Check the engine oil level each day before riding the motorcycle.

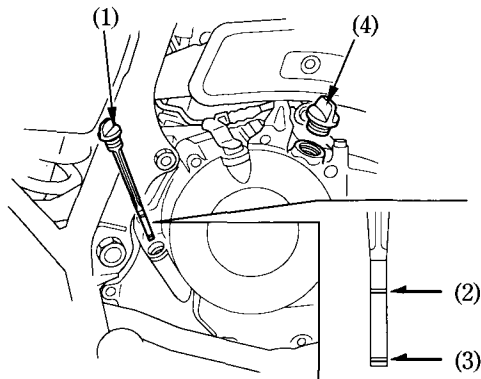
The level must be maintained between the upper (2) and lower (3) level marks on the dipstick (1).

1. Start the engine and let it idle for a few minutes. Make sure the low oil pressure indicator goes off. If the light remains on, stop the engine immediately.
2. Stop the engine and hold the motorcycle in an upright position on firm, level ground.
3. After a few minutes, remove the dipstick, wipe it clean, and reinsert the dipstick without screwing it in. Remove the dipstick. The oil level should be between the upper and lower marks on the dipstick.
4. If required, remove the oil filler cap (4) and add the specified oil (see page 54) up to the upper level mark. Do not overfill.

5. Reinstall the dipstick and oil filler cap. Check for oil leaks.

CAUTION:

*** Running the engine with insufficient oil can cause serious engine damage.**



(1) Dipstick

(2) Upper level mark

(3) Lower level mark

(4) Oil filler cap

TYRES

Proper air pressure will provide maximum stability, riding comfort and tyre life.

Check tyre pressure frequently and adjust if necessary.

NOTE:

- * Tyre pressure should be checked before you ride while the tyres are “cold”.

On/off-road tyres are standard on this model. Select the right replacement tyres in accordance with the following specifications.

Check the tyres for cuts, embedded nails, or other sharp objects. See your authorized Honda dealer for replacement of damaged tyres or punctured inner tubes.

		Front	Rear
Tyre size		2.75 – 21 45P	4.60 – 18 63P
Cold tyre pressures kPa (kg/cm ² , psi)	Rider only	150 (1.50 , 22)	150 (1.50 , 22)
	Rider and passenger	150 (1.50 , 22)	150 (1.50 , 22)
Tyre brand	BRIDGESTONE	TW27	TW30

⚠ WARNING

- * Do not attempt to patch a damaged tyre or inner tube. Wheel balance and tyre reliability may be impaired.
- * Improper tyre inflation will cause abnormal tread wear and create a safety hazard. Underinflation may result in the tyre slipping on, or coming off of the rim causing tyre deflation that may result in a loss of vehicle control.
- * Operation with excessively worn tyres is hazardous and will adversely affect traction and handling.
- * The use of tyres other than those listed on the tyre information label may adversely affect handling.

⚠ WARNING

- * Maintenance of spoke tension and wheel trueness are critical to safe motorcycle operation. During the first 1,000 km (600 miles) spokes will loosen more rapidly due to initial seating of parts. Excessively loose spokes may result in high speed instability and possible loss of control.

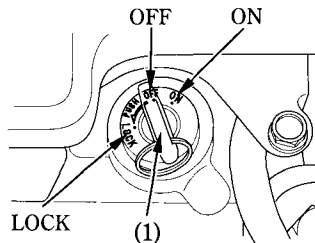
Replace tyres before tread depth at the center of the tyre reaches the following limit:

Minimum tread depth	
Front:	3.0 mm (0.12 in)
Rear:	3.0 mm (0.12 in)

ESSENTIAL INDIVIDUAL COMPONENTS

IGNITION SWITCH

The ignition switch (1) is below the indicator panel.



(1) Ignition switch

Key Position	Function	Key Removal
LOCK (steering lock)	Steering is locked. Engine and lights cannot be operated.	Key can be removed
OFF	Engine and lights cannot be operated.	Key can be removed
ON	Engine and lights can be operated.	Key cannot be removed

RIGHT HANDLEBAR CONTROLS

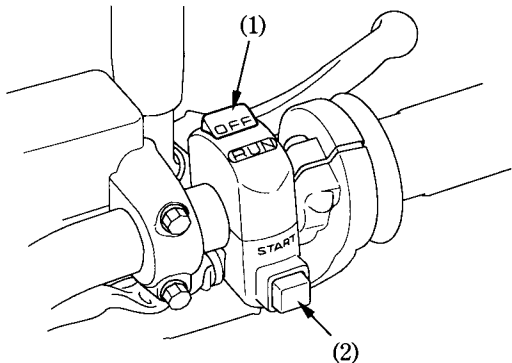
Engine Stop Switch

The engine stop switch (1) is next to the throttle grip. When the switch is in the RUN position, the engine will operate. When the switch is in the OFF position, the engine will not operate. This switch is intended primarily as a safety or emergency switch and should normally remain in the RUN position.

Starter Button

The starter button (2) is below the engine stop switch (1).

When the starter button is pressed, the starter motor cranks the engine. See page 37 for the starting procedure.



- (1) Engine stop switch
- (2) Starter button

LEFT HANDLEBAR CONTROLS

Headlight Dimmer Switch (1)

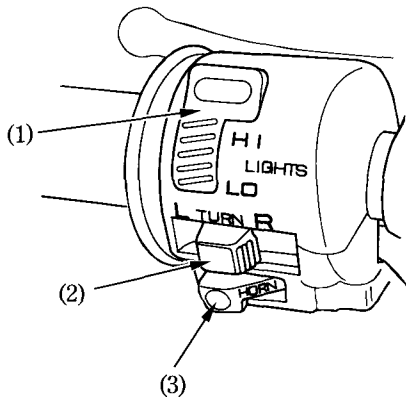
Select HI for beam, LO for low beam.

Turn Signal Switch (2)

Move to L to signal a left turn, R to signal a right turn. Press to turn signal off.

Horn Button (3)

Press the button to sound the horn.



(1) Headlight dimmer switch

(2) Turn signal switch

(3) Horn button

FEATURES

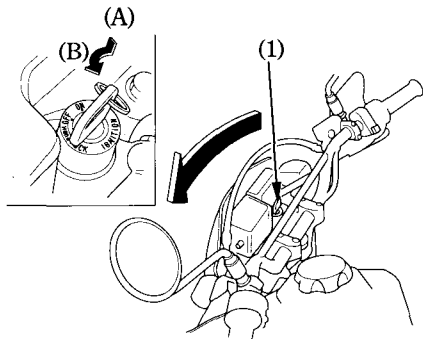
(Not required for operation)

STEERING LOCK

To lock the steering, turn the handlebars all the way to the left or right, turn the key (1) to LOCK while pushing in. Remove the key.

⚠ WARNING

* Do not turn the key to LOCK while riding the motorcycle; loss of vehicle control may result.



(1) Ignition key

(A) Push in

(B) Turn to LOCK

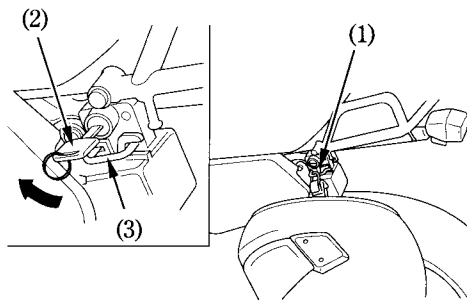
HELMET HOLDER

The helmet holder (1) is on the left side of the rear carrier. Insert the ignition key (2) and turn it clockwise to unlock.

Hang your helmet on the holder pin (3) and push it in to lock. Remove the key.

⚠ WARNING

***The helmet holder is designed for helmet security while parked. Do not ride with a helmet attached to the holder; the helmet may interfere with safe operation and result in loss of control.**



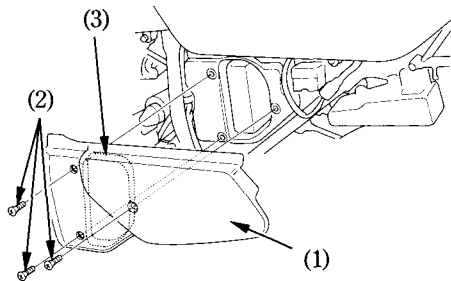
- (1) Helmet holder
(2) Ignition key

- (3) Holder pin

SIDE COVER

To remove the left side cover (1), remove the three screws (2) and then pull out the left side cover.

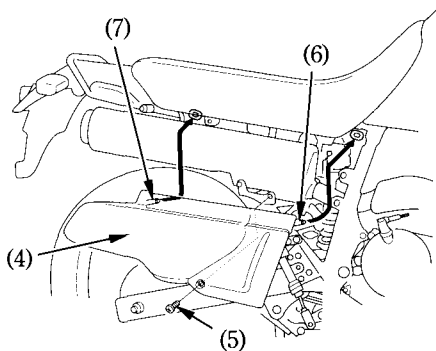
To install the left side cover, fit the part of air cleaner housing cover (3), and tighten three screws.



- (1) Left side cover
- (2) Screws
- (3) Part of air cleaner housing cover

To remove the right side cover (4), remove the screw (5), pull out front tab (6) and then pull out rear tab (7).

To install the right side cover, reverse the removal procedure.

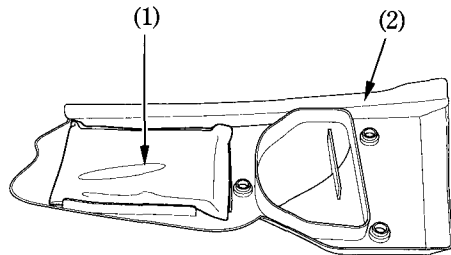


- (4) Right side cover
- (5) Screw
- (6) Front tab
- (7) Rear tab

DOCUMENT BAG

The document bag (1) is attached to the left side cover (2).

This owner's manual and other documents should be stored in the document bag. When washing your motorcycle, be careful not to flood this area with water.

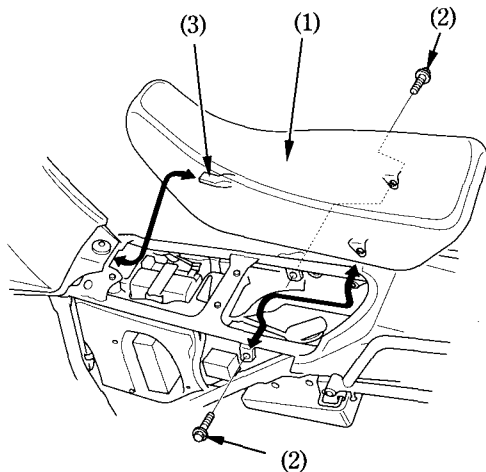


(1) Document bag (2) Left side cover

SEAT

To remove the seat (1), remove both side covers, remove the seat mounting bolts (2), and then pull the seat back and up.

To install the seat, insert the tab (3) into the recess under the frame and tighten the mount bolts securely.



(1) Seat

(2) Mounting bolts

(3) Tab

OPERATION

PRE-RIDE INSPECTION

▲ WARNING

*** If the Pre-ride Inspection is not performed, severe personal injury or vehicle damage may result.**

Inspect your motorcycle every day before you ride it. The items listed here will only take a few minutes to inspect, and in the long run they can save time, expense, and possibly your life.

1. Engine oil level—add engine oil if required (page 24). Check for leaks.
2. Fuel level—fill fuel tank when necessary (page 20). Check for leaks.
3. Coolant level—add coolant if required. Check for leaks (pages 18–19).
4. Front and rear brakes—check operation; make sure there is no brake fluid leakage (pages 12–15).
5. Tyres—check condition and pressure (pages 25–26).

6. Drive chain—check condition and slack (page 63). Adjust and lubricate if necessary.
7. Throttle—check for smooth opening and full closing in all steering positions.
8. Lights and horn—check that headlight, tail/brake light, turn signals, indicators and horn function properly.
9. Engine stop switch—check for proper function (page 28).
10. Side stand ignition cut-off system—check for proper function (page 71).

Correct any discrepancy before you ride. Contact your authorized Honda dealer for assistance if you cannot correct the problem.

STARTING THE ENGINE

This motorcycle is equipped with a side stand ignition cut-off system. The engine cannot be started if the side stand is down, unless the transmission is in neutral. If the side stand is up, the engine can be started in neutral or in gear with the clutch lever pulled in. After starting with the side stand down, the engine will shut off if the transmission is put in gear before raising the side stand.

▲WARNING

- * **Never run the engine in an enclosed area. The exhaust contains poisonous carbon monoxide gas that can cause loss of consciousness and lead to death.**

NOTE:

- * Do not use the electric starter for more than 5 seconds at a time. Release the starter button for approximately 10 seconds before pressing it again.

Preparation

Before starting, insert the key, turn the ignition switch ON and confirm the following:

- The transmission is in NEUTRAL (neutral indicator light ON).
- The engine stop switch is at RUN.
- The fuel cock is ON.

Starting Procedure

To restart a warm engine, follow the procedure for "High Air Temperature."

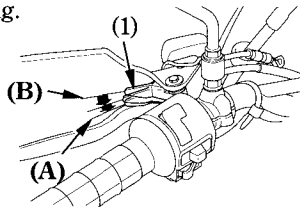
Normal Air Temperature

$10^{\circ} - 35^{\circ}\text{C}$ ($50^{\circ} - 95^{\circ}\text{F}$)

1. Pull the choke lever (1) back all the way to Fully ON (A), if the engine is cold.
2. Start the engine, leaving the throttle closed.

NOTE:

* Do not open the throttle when starting the engine with the choke ON. This will lean the mixture, resulting in hard starting.



(1) Choke lever

(A) Fully ON

(B) Fully OFF

3. Immediately after the engine starts, operate the choke lever (1) to keep fast idle.
4. About a half minute after the engine starts, push the choke lever (1) forward all the way to Fully OFF (B).
5. If idling is unstable, open the throttle slightly.

High Air Temperature

35° C (95° F) or above

1. Do not use the choke.
2. Open the throttle slightly.
3. Start the engine.

Low Air Temperature

10° C (50° F) or below

1. Follow steps 1 — 2 under “Normal Air Temperature.”
2. When engine speed begins to pick up, operate the choke lever to keep fast idle.
3. Continue warming up the engine until it runs smoothly and responds to the throttle when the choke lever (1) is at Fully OFF (B).

Flooded Engine

If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine, turn the engine stop switch OFF and push the choke lever forward to Fully OFF (B). Open the throttle fully and crank the engine several times. Wait 10 seconds, then turn the engine stop switch to RUN and follow the Starting Procedure.

RUNNING-IN

During the first 1,000km (600 miles), do not operate the motorcycle at more than 80% of the maximum speed in any gear. Avoid full throttle operation, and do not operate for a long time at one speed.

During initial running-in newly machined surfaces will be in contact with each other and these surfaces will wear in quickly. Running-in maintenance at 1,000km (600 miles) is designed to compensate for this initial minor wear. Timely performance of the running-in maintenance will ensure optimum service life and performance from the engine.

RIDING

⚠ WARNING

- * **Review Motorcycle Safety (pages 1 – 6) before you ride.**

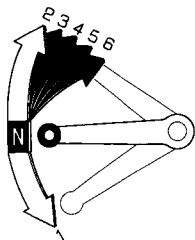
NOTE:

- * Make sure you understand the function of the side stand mechanism. (See MAINTENANCE SCHEDULE on page 46 and explanation for SIDE STAND on page 71)
1. After the engine has been warmed up, the motorcycle is ready for riding.
 2. While the engine is idling, pull in the clutch lever and depress the gearshift pedal to shift into 1st (low) gear.
 3. Slowly release the clutch lever and at the same time gradually increase engine speed by opening the throttle. Coordination of the throttle and clutch lever will assure a smooth positive start.

4. When the motorcycle attains a moderate speed, close the throttle, pull in the clutch lever and shift to 2nd gear by raising the gearshift pedal.

This sequence is repeated to progressively shift to 3rd, 4th, 5th and 6th(top) gear.

5. Coordinate the throttle and brakes for smooth deceleration.
6. Both front and rear brakes should be used at the same time and should not be applied strongly enough to lock the wheel, or braking effectiveness will be reduced and control of the motorcycle be difficult.



BRAKING

1. For normal braking, gradually apply both the front and rear brakes while downshifting to suit your road speed.
2. For maximum deceleration, close the throttle and apply the front and rear brakes firmly. Pull in the clutch lever before coming to a complete stop to prevent stalling the engine.

▲WARNING

- * Independent use of only the front or rear brake reduces stopping performance. Extreme braking may cause either wheel to lock, reducing control of the motorcycle.
- * When possible, reduce speed or brake before entering a turn; closing the throttle or braking in mid-turn may cause wheel slip. Wheel slip will reduce control of the motorcycle.

▲WARNING

- * When riding in wet or rainy conditions, or on loose surfaces, the ability to maneuver and stop will be reduced. All of your actions should be smooth under these conditions. Rapid acceleration, braking or turning may cause loss of control. For your safety, exercise extreme caution when braking, accelerating or turning.
- * When descending a long, steep grade, use engine compression braking by downshifting, with intermittent use of both brakes. Continuous brake application can overheat the brakes and reduce their effectiveness.
- * Riding with your foot resting on the brake pedal or your hands on the brake lever may actuate the brakelight, giving a false indication to other drivers. It may also overheat the brake, reducing effectiveness.

PARKING

1. After stopping the motorcycle, shift the transmission into neutral, turn the fuel cock OFF, turn the handlebar fully to the left, turn the ignition switch OFF and remove the key.
2. Use the side stand to support the motorcycle while parked.

CAUTION:

- * **Park the motorcycle on firm, level ground to prevent it from falling over.**
 - * **If you must park on a slight incline, aim the front of the motorcycle uphill to reduce the possibility of rolling off the side stand or overturning.**
3. Lock the steering to help prevent theft (page 30).

ANTI-THEFT TIPS

1. Always lock the steering and never leave the key in the ignition switch. This sounds simple but people do forget.
2. Be sure the registration information for your motorcycle is accurate and current.
3. Park your motorcycle in a locked garage whenever possible.
4. Use an additional anti-theft device of good quality.
5. Put your name, address, and phone number in this Owner's Manual and keep it on your motorcycles at all times.
Many times stolen motorcycles are identified by information in the Owner's Manuals that are still with them.

NAME: _____

ADDRESS: _____

PHONE NO: _____

MAINTENANCE

- The Required Maintenance Schedule specifies how often you should have your motorcycle served, and what things need attention. It is essential that your motorcycle be served as scheduled to retain its high level of safety, dependability, and emission control performance.
- These instructions are based on the assumption that the motorcycle will be used exclusively for its designed purpose. Sustained high speed operation, or operation in unusually wet or dusty conditions, will require more frequent service than specified in the MAINTENANCE SCHEDULE. Consult your authorized Honda dealer for recommendations applicable to your individual needs and use.

MAINTENANCE SCHEDULE

The following Maintenance Schedule specifies all maintenance required to keep your motorcycle in peak operating condition. Maintenance work should be performed in accordance with standards and specifications of Honda by properly trained and equipped technicians. Your authorized Honda dealer meets all of these requirements.

Perform the Pre-ride Inspection (page 35) at each scheduled maintenance period.

I: INSPECT AND CLEAN, ADJUST, LUBRICATE OR REPLACE IF NECESSARY

C: CLEAN R: REPLACE A: ADJUST L: LUBRICATE

ITEM		FREQUENCY	WHICHEVER → COMES		ODOMETER READING [NOTE(1)]										REFER TO PAGE
			FIRST ↓	x1,000km x1,000mi	1 0.6	6 4	12 8	18 12	24 16	30 20	36 24				
			NOTE	MONTH		6	12	18	24	30	36				
*	FUEL LINE						I		I		I		—		
*	FUEL STRAINER SCREEN					C	C	C	C	C	C		—		
*	THROTTLE OPERATION						I		I		I		61		
*	CARBURETOR CHOKE						I		I		I		—		
	AIR CLEANER	NOTE(2)						R			R		52		
	CRANKCASE BREATHER	NOTE(3)				C	C	C	C	C	C		53		
	SPARK PLUG					I	R	I	R	I	R		59		
*	VALVE CLEARANCE					I					I		—		
	ENGINE OIL					R		R		R		R	54		
	ENGINE OIL FILTER					R		R		R		R	57		
*	ENGINE IDLE SPEED					I	I	I	I	I	I		62		
	RADIATOR COOLANT	NOTE(5)						I		I	R		18		
*	COOLING SYSTEM							I		I		I	—		

ITEM \ FREQUENCY		WHICHEVER → COMES FIRST ↓ NOTE	ODOMETER READING [NOTE(1)]										REFER TO PAGE
			x1,000km x1,000mi	1	6	12	18	24	30	36			
				0.6	4	8	12	16	20	24			
				MONTH		6	12	18	24	30	36		
	DRIVE CHAIN	NOTE(4)	I, L, EVERY 1,000km (600mi)										
	DRIVE CHAIN SLIDER			I	I	I	I	I	I	I	I	—	
	BRAKE FLUID	NOTE(5)		I	I	R	I	I	I	R		12	
	BRAKE PAD WEAR			I	I	I	I	I	I	I	I	77	
	BRAKE SYSTEM			I		I		I		I		12, 77	
*	BRAKE LIGHT SWITCH					I		I		I		88	
*	HEADLIGHT AIM					I		I		I		—	
	CLUTCH SYSTEM			I	I	I	I	I	I	I	I	16	
	SIDE STAND					I		I		I		71	
*	SUSPENSION					I		I		I		70	
*	NUTS, BOLTS, FASTENERS	NOTE(4)		I		I		I		I		—	
**	WHEELS/TYRES	NOTE(4)		I	I	I	I	I	I	I	I	25	
**	STEERING HEAD BEARINGS			I		I		I		I		—	

- * SHOULD BE SERVICED BY YOUR AUTHORIZED HONDA DEALER, UNLESS THE OWNER HAS PROPER TOOLS AND SERVICE DATA AND IS MECHANICALLY QUALIFIED. REFER TO THE OFFICIAL HONDA SHOP MANUAL.
- * * IN THE INTEREST OF SAFETY, WE RECOMMEND THESE ITEMS BE SERVICED ONLY BY YOUR AUTHORIZED HONDA DEALER.

Honda recommends that your authorized Honda dealer should road test your motorcycle after each periodic maintenance is carried out.

- NOTES:
- (1) At higher odometer readings, repeat at the frequency interval established here.
 - (2) Service more frequently when riding in unusually wet or dusty areas.
 - (3) Service more frequently when riding in rain or at full throttle.
 - (4) Service more frequently when riding OFF-ROAD.
 - (5) Replace every 2 years, or at indicated odometer interval, whichever comes first. Replacement requires mechanical skill.

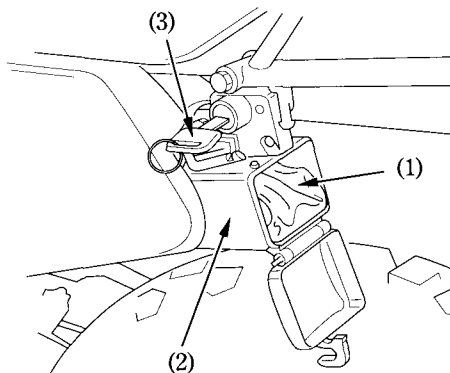
TOOL KIT

The tool kit (1) is in the tool box (2) on the lower left side of the seat.

Insert the ignition key (3), turn it clockwise to unlock and open the tool box.

Some roadside repairs, minor adjustments and parts replacement can be performed with the tools contained in the kit.

- 10 × 12 mm open end wrench
- 10 × 14 mm open end wrench
- 8 mm open end wrench
- 6 mm hex wrench
- Pliers
- No. 2 Phillips screwdriver
- No. 3 Phillips screwdriver
- Screwdriver handle
- 17 mm box end wrench
- 24 mm box end wrench
- Extension bar
- Spark plug wrench
- Fuse remover
- Tool bag



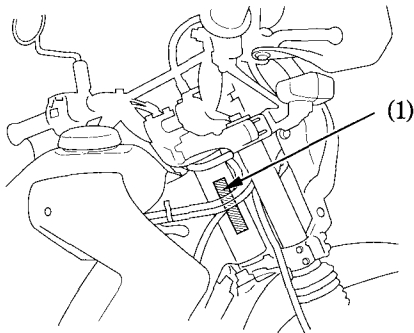
(1) Tool kit
(2) Tool box

(3) Ignition key

SERIAL NUMBERS

The frame and engine serial numbers are required when registering your motorcycle. They may also be required by your dealer when ordering replacement parts. Record the numbers here for your reference.

FRAME NO. _____

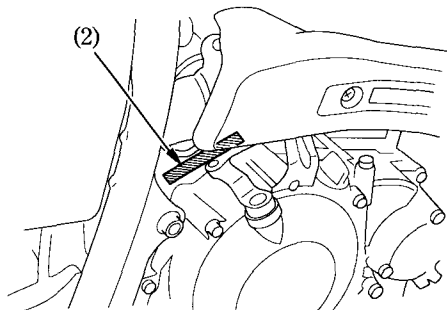


(1) Frame number

The frame number (1) is stamped on the right side of the steering head.

The engine number (2) is stamped on top of the crankcase.

ENGINE NO. _____



(2) Engine number

COLOUR LABEL

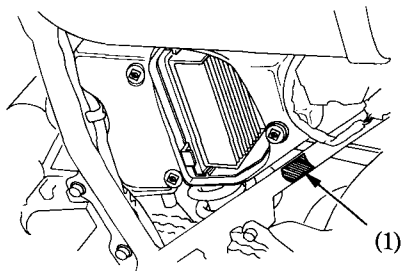
The colour label (1) is attached to the left frame rail behind the left side cover.

Remove the left side cover (see page 32).

It is helpful when ordering replacement parts. Record the colour and code here for your reference.

COLOUR _____

CODE _____



(1) Colour label

MAINTENANCE PRECAUTIONS

⚠ WARNING

- * If your motorcycle is overturned or involved in a collision, inspect control levers, cables, brake hoses, calipers, accessories, and other vital parts for damage. Do not ride the motorcycle if damage impairs safe operation. Have your authorized Honda dealer inspect the major components, including frame, suspension and steering parts, for misalignment and damage that you may not be able to detect.
- * Use new, genuine Honda parts or their equivalent for maintenance and repair. Parts which are not of equivalent quality may impair the safety of your motorcycle and the effective operation of the emission control systems.

⚠ WARNING

- * Stop the engine and support the motorcycle securely on a firm, level surface before performing any maintenance.

AIR CLEANER

(Refer to the maintenance precautions on page 51).

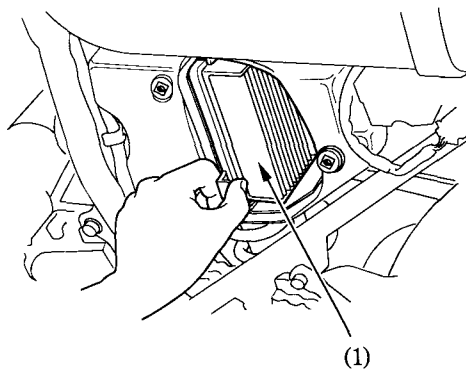
The air cleaner should be serviced at regular intervals (page 45). Service more frequently when riding in unusually wet or dusty areas.

Air cleaner replacement:

1. Remove the left side cover.
2. Take out and discard the air cleaner.
3. Install the new air cleaner.

Use the Honda genuine air cleaner or an equivalent air cleaner specified for your model. Using the wrong Honda air cleaner or a non-Honda air cleaner which is not of equivalent quality may cause premature engine wear or performance problems.

4. Install the parts in the reverse order of removal.



(1) Air cleaner

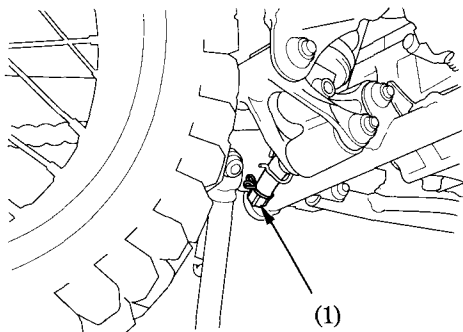
CRANKCASE BREATHER

(Refer to the maintenance precautions on page 51).

1. Remove the crankcase breather tube plug (1) from the tube and drain deposits into a suitable container.
2. Reinstall the crankcase breather tube plug.

NOTE:

- * Service more frequently when riding in rain, at full throttle, or after the motorcycle is washed or overturned. Service if the deposit level can be seen in the transparent section of the drain tube.



(1) Crankcase breather tube plug

ENGINE OIL

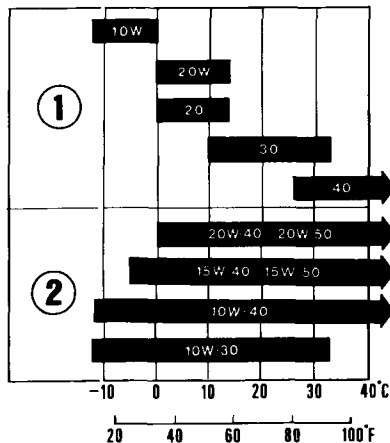
(Refer to the maintenance precautions on page 51).

Engine Oil

Good engine oil has many desirable qualities. Use only high detergent, quality motor oil certified on the container to meet or exceed requirements for API Service Classification SE, SF or SG.

Viscosity:

Viscosity grade of engine oil should be based on average atmospheric temperature in your riding area. The following provides a guide to the selection of the proper grade or viscosity of oil to be used at various atmospheric temperatures.



(1) Single grade

(2) Multigrade

Engine Oil

Engine oil quality is the chief factor affecting engine service life. Change the engine oil as specified in the maintenance schedule (page 45).

NOTE:

- * Change the engine oil with the engine at normal operating temperature and the motorcycle on its side stand to assure complete and rapid draining.
1. Start the engine and let it idle for a few minutes.
 2. Place an oil drain pan under the crankcase. Remove the oil filler cap and dipstick from the right crankcase cover, the oil drain plug (1).

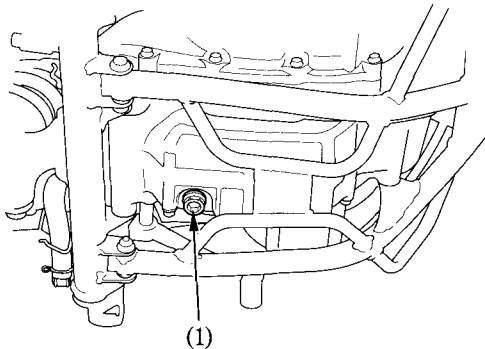
▲WARNING

- * A warmed-up engine and the oil in it are hot; be careful not to burn yourself.

3. Check that the sealing washer on the drain plug is in good condition and install the plug. Replace the sealing washer every other time the oil is changed, or each time if necessary.

Oil Drain Plug Torque:

25 N·m (2.5 kg·m, 18 lb-ft)



(1) Drain plug

4. Fill the crankcase with the recommended grade oil; approximately:
1.3 ℓ (1.4 US qt, 1.1 Imp qt)
5. Install the oil filler cap and dipstick. Check for oil leaks.
6. With the motorcycle upright on firm level ground, start the engine and let it idle for a few minutes.
7. Stop the engine and, if necessary, add the specified oil (See page 54) up to the upper level mark.
8. Reinstall the filler cap and dipstick. Check for oil leaks.

CAUTION:

- * **Running the engine with insufficient oil can cause serious engine damage.**
- * **Used engine oil may cause skin cancer if repeatedly left in contact with the skin for prolonged periods. Although this is unlikely unless you handle used oil on a daily basis, it is still advisable to thoroughly wash your hands with soap and water as soon as possible after handling used oil.**

NOTE:

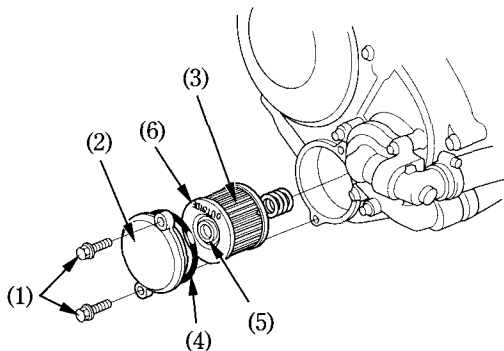
- * Please dispose of used engine oil in a manner that is compatible with the environment. We suggest you take it in a sealed container to your local recycling center or service station for reclamation. Do not throw it in the rubbish or pour it on the ground or down a drain.

Engine Oil Filter

NOTE:

*Change the filter after draining the engine oil.

1. Remove the oil filler bolts (1) and oil filter cover (2).
2. Remove the oil filter (3) from the cover.
3. Check that the oil filter cover O-ring (4) is in good condition and then install the new oil filter. Use the Honda oil filter or an equivalent filter specified for your model. Other filters not specified for your model may not filter impurities properly.



- (1) Oil filter bolts
- (2) Oil filter cover
- (3) Oil filter

- (4) O-ring
- (5) Rubber seal
- (6) OUT-SIDE mark

4. Install the filter with the rubber seal facing out, away from the engine. You will see "OUT-SIDE" on the filter body, near the seal.

CAUTION:

*** Improper installation of the oil filter can cause serious engine damage.**

5. Reinstall the oil filter cover (2), making sure the bolts are tightened securely.

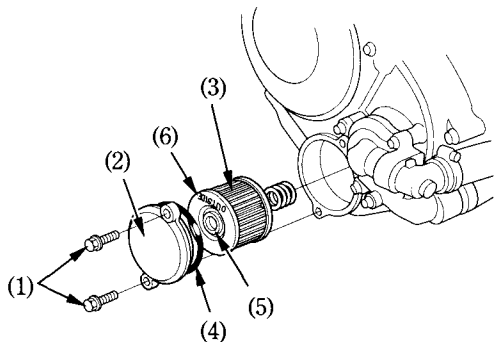
Oil Filter Bolt Torque:

12 N·m (1.2 kg-m , 9 lb-ft)

6. Perform steps 4 – 8 of Engine Oil Change.

Engine oil after draining and oil filter change:

1.32 ℓ (1.39 US qt , 1.16 Imp qt)



- (1) Oil filter bolts
(2) Oil filter cover
(3) Oil filter

- (4) O-ring
(5) Rubber seal
(6) OUT-SIDE mark

SPARK PLUG

(Refer to the maintenance precautions on page 51).

Recommended plugs:

Standard:

CR8EH9(NGK) or
U24FER9(NIPPONDENSO)

For cold climate: (Below 5°C, 41°F)

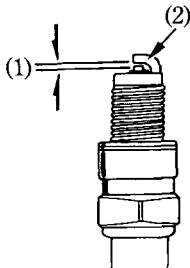
CR7EH9(NGK) or
U22FER9(NIPPONDENSO)

For extended high speed riding:

CR9EH9(NGK) or
U27FER9(NIPPONDENSO)

For most riding conditions this spark plug heat range number is satisfactory. However, if the motorcycle is going to be operated for extended periods at high speeds or near maximum power in hot climates, the spark plug should be changed to a colder heat range (a higher number).

1. Clean any dirt from around the spark plug base.
2. Disconnect the spark plug cap and remove the spark plug with the multipurpose wrench provided in the tool bag.



- (1) Spark plug gap (2) Side electrode

3. Visually inspect the spark plug electrodes for wear. The center electrode should have square edges and the side electrode should not be eroded.

Discard the spark plug if there is apparent wear or if the insulator is cracked or chipped.

4. Check the spark plug gap (1) using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode (2) carefully.

The gap should be:

0.80–0.90 mm (0.031–0.035 in)

Make sure the plug washer is in good condition.

5. With the plug washer attached, thread the spark plug in by hand to prevent cross-threading.

6. Tighten a new spark plug 1/2 turn with a spark plug wrench to compress the washer. If you are reusing a plug, it should only take 1/8–1/4 turn after the plug seats.

CAUTION:

- * **The spark plug must be securely tightened. An improperly tightened plug can become very hot and possibly damage the engine.**
- * **Never use a spark plug with an improper heat range. Severe engine damage could result.**

THROTTLE OPERATION

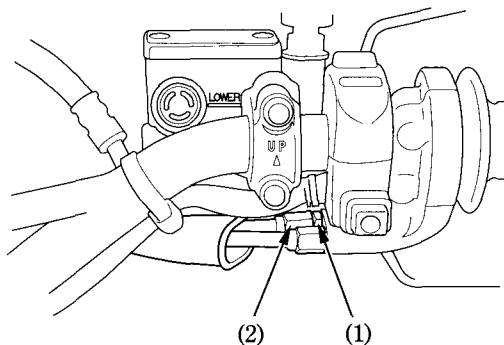
(Refer to the maintenance precautions on page 51).

1. Check for smooth rotation of the throttle grip from the fully open to the fully closed position at both full steering positions.
2. Measure the throttle grip free play at the throttle grip flange.

The standard free play should be approx:

2–6 mm (0.08–0.24 in)

To adjust the free play, loosen the lock nut (1) and turn the adjuster (2).



(1) Lock nut

(2) Adjuster

IDLE SPEED

(Refer to the maintenance precautions on page 51).

The engine must be at normal operating temperature for accurate idle speed adjustment. Ten minutes of stop-and-go riding is sufficient.

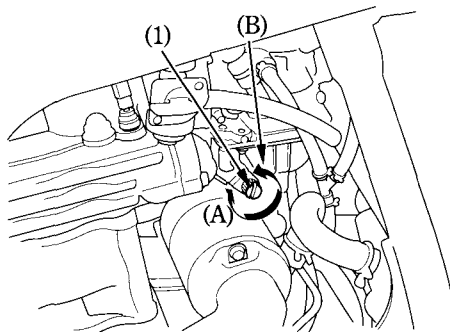
NOTE:

- * Do not attempt to compensate for faults in other systems by adjusting idle speed. See your authorized Honda dealer for regularly scheduled carburetor adjustments.

1. Warm up the engine, shift to neutral and place the motorcycle on its side stand.
2. Connect a tachometer to the engine.
3. Adjust idle speed with the throttle stop screw (1).

Idle speed:

$1,300 \pm 100 \text{ min}^{-1} (\text{rpm})$ (In neutral)



(1) Throttle stop screw

(A) Increase

(B) Decrease

DRIVE CHAIN

(Refer to the maintenance precautions on page 51).

The service life of the drive chain is dependent upon proper lubrication and adjustment. Poor maintenance can cause premature wear or damage to the drive chain and sprockets.

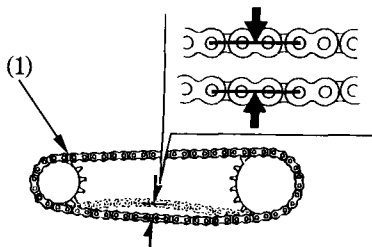
The drive chain should be checked and lubricated as part of the Pre-ride Inspection (page 35). Under severe usage, or when the motorcycle is ridden in unusually dusty or muddy areas, more frequent maintenance will be necessary.

Inspection:

1. Turn the engine off, place the motorcycle on its side stand and shift the transmission into neutral.
2. Check slack in the lower drive chain run midway between the sprockets. Drive chain slack should be adjusted to allow the following vertical movement by hand:

25–35 mm (1.0–1.4 in)

3. Roll the motorcycle forward. Stop. Check drive chain slack. Repeat this procedure several times. Drive chain slack should remain constant. If the chain is slack only in certain sections, some links are kinked and binding. Binding and kinking can frequently be eliminated by lubrication.



(1) Drive chain

4. Roll the motorcycle forward. Stop and place it on its side stand. Inspect the drive chain and sprockets for any of the following conditions:

DRIVE CHAIN

- *Damaged Rollers
- *Loose Pins
- *Dry or Rusted Links
- *Kinked or Binding Links
- *Excessive Wear
- *Improper Adjustment
- *Missing O-rings

SPROCKETS

- *Excessively Worn Teeth
- *Broken or Damaged Teeth

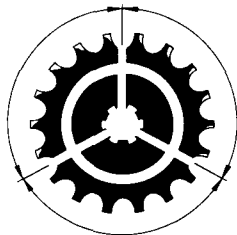
A drive chain with damaged rollers, loose pins, or missing O-rings must be replaced. A chain which appears dry, or shows signs of rust, requires supplementary lubrication. Kinked or binding links should be thoroughly lubricated and worked free. If links cannot be freed, the chain must be replaced.

Damaged Sprocket
Teeth

REPLACE

Worn Sprocket
Teeth

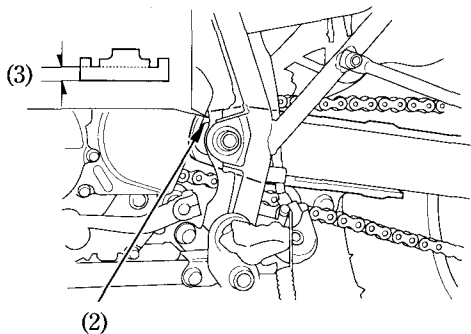
REPLACE



Normal Sprocket Teeth

GOOD

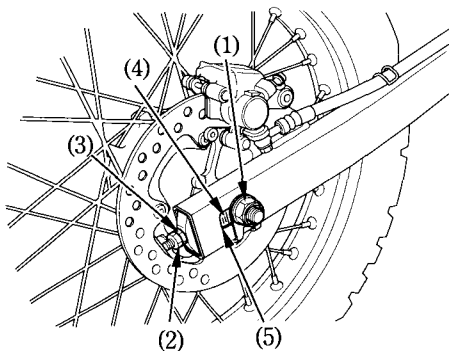
5. Check the chain slider for wear. When the thickness of the chain slider reaches the limit, the chain slider must be replaced. See your authorized Honda dealer. Chain slider thickness limit:
3.0 mm (0.12 in)



- (2) Chain slider
(3) Thickness

Adjustment:

Drive chain slack should be checked and adjusted, if necessary, every 1,000 km (600 miles). When operated at sustained high speeds or under conditions of frequent rapid acceleration, the chain may require more frequent adjustment.



- | | |
|-----------------------------------|------------------|
| (1) Axle nut | (4) Index mark |
| (2) Lock nut | (5) Rear edge of |
| (3) Drive chain
adjustment nut | adjusting slot |

If the drive chain requires adjustment, the procedure is as follows:

1. Loosen the axle nut (1).
2. Loosen the lock nuts (2) on both adjusting nuts (3).
3. Turn both adjusting nuts (3) an equal number of turns until the correct drive chain slack is obtained. Turn the adjusting nuts clockwise to tighten the chain, or counterclockwise to provide more slack. Adjust the chain slack at a point midway between the drive sprocket and the rear wheel sprocket. Rotate the rear wheel and recheck slack at other sections of the chain.

Chain slack should be:

25–35 mm (1.0–1.4 in)

4. Check rear axle alignment by making sure the chain adjuster index marks (4) align with the rear edge (5) of the adjusting slots.

Both left and right marks should correspond. If the axle is misaligned, turn the left or right adjusting nut until the marks correspond on the rear edge of the adjusting slots and recheck chain slack.

5. Tighten the axle nut to specified torque.

Axle nut torque:

95 N·m (9.5 kg-m , 69 lb-ft)

6. Tighten the adjusting nuts lightly, then tighten the lock nuts by holding the adjusting nuts with a spanner.
7. Recheck chain slack.

CAUTION:

*** Damage to the bottom part of the frame may be caused by excessive drive chain slack of more than:**

50 mm (2.0 in)

Wear inspection:

Check the chain wear label when adjusting the chain. If the red zone (6) on the label aligns with the arrow mark (7) on the chain adjuster plates after the chain has been adjusted to the proper slack, the chain is excessively worn and must be replaced. The proper slack is:

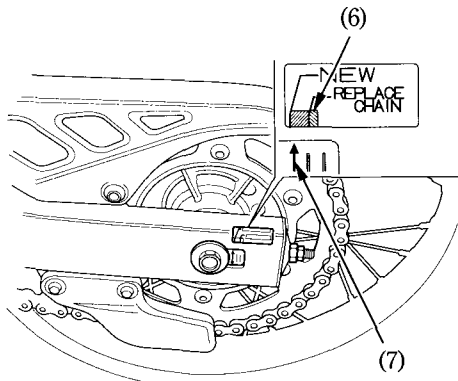
25–35 mm (1.0–1.4 in)

Replacement chain:

DID520VC•5

or

RK520MOZ6



(6) Red zone

(7) Arrow mark

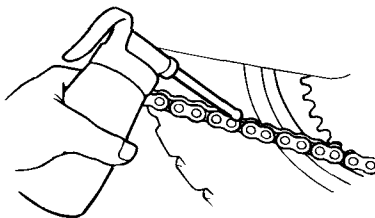
Lubrication and cleaning:

Lubricate every 1,000 km (600 miles) or sooner if chain appears dry.

The O-rings in this chain can be damaged by steam cleaning, high pressure washers, and certain solvents. Clean the chain with high flash-point solvent, such as paraffin. Wipe dry and lubricate only with SAE 80 or 90 gear oil. Commercial chain lubricants may contain solvents which could damage the rubber O-rings.

CAUTION:

*** The drive chain on this motorcycle is equipped with small O-rings between the link plates. These O-rings retain grease inside the chain to improve its service life. However, special precautions must be taken when adjusting, lubricating, washing, and replacing the chain.**



FRONT AND REAR SUSPENSION INSPECTION

(Refer to the maintenance precautions on page 51).

1. Check the fork assembly by locking the front brake and pumping the fork up and down vigorously. Suspension action should be smooth and there must be no oil leakage.
2. Swingarm bearings should be checked by pushing hard against the side of the rear wheel while the motorcycle is on a support block. Free play indicates worn bearings.
3. Carefully inspect all front and rear suspension fasteners for tightness.

SIDE STAND

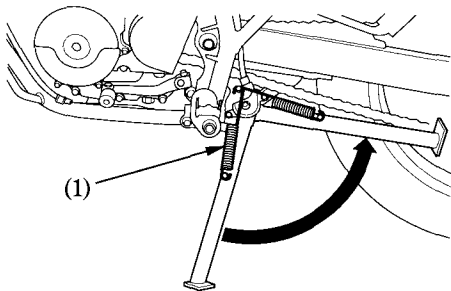
(Refer to the maintenance precautions on page 51).

Check the side stand system for proper function.

- Check the spring (1) for damage or loss of tension and the side stand assembly for freedom of movement.
- Check the side stand ignition cut-off system:

1. Sit astride the motorcycle; put the side stand up and the transmission in neutral.
2. Start the engine and with the clutch lever pulled in, shift the transmission into gear.
3. Lower the side stand. The engine should stop as you put the side stand down.

If the side stand system does not operate as described, see your authorized Honda dealer for service.



(1) Spring

WHEEL REMOVAL

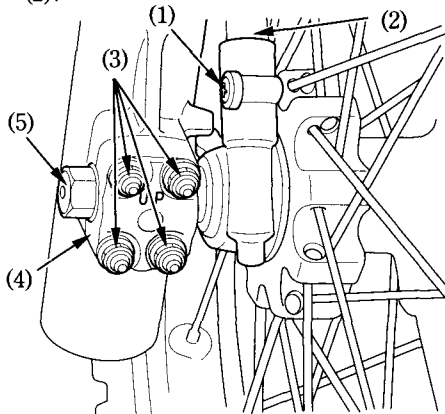
(Refer to the maintenance precautions on page 51).

NOTE:

- * This motorcycle is equipped with a side stand only. Therefore, if front or rear wheel removal is required, it will be necessary to raise the center of the motorcycle with a jack or other firm support. If none is available, see your authorized Honda dealer for this service.

Front Wheel Removal

1. Raise the front wheel off the ground by placing a support block under the engine.
2. Remove the speedometer cable set screw (1) and disconnect the speedometer cable (2).



- | | |
|-----------------------|-----------------|
| (1) Screw | (4) Axle holder |
| (2) Speedometer cable | (5) Axle |
| (3) Axle holder nuts | |

3. Remove the front axle holder nuts (3) and the front axle holder (4).
4. Unscrew the axle (5). Remove the wheel.

NOTE:

* Do not depress the brake lever when the wheel is off the motorcycle. The caliper piston will be forced out of the cylinder with subsequent loss of brake fluid. If this occurs, servicing of the brake system will be necessary. See your authorized Honda dealer for this service.

Installation Notes:

- Reverse the removal procedure.
- Insert the axle through the wheel hub and left fork leg.
- Make sure that the lug (6) on the speedometer gearbox is located behind the lug (7) on the right fork leg (8).
- Tighten the axle to the specified torque.

Front axle torque:

65 N·m (6.5 kg-m , 47 lb-ft)

- Install the axle holder with the UP mark (9) upward and tighten the upper holder nuts to the specified torque first, then tighten the lower holder nuts to the same torque.

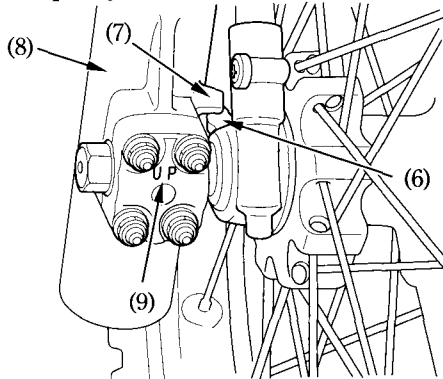
Axle holder nut torque:

12 N·m (1.2 kg-m , 9 lb-ft)

- After installing the wheel, apply the brake several times and then check if the wheel rotates freely. Recheck the wheel if the brake drags or if the wheel does not rotate freely.

ΔWARNING

- * If a torque wrench was not used for installation, see your authorized Honda dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capacity.

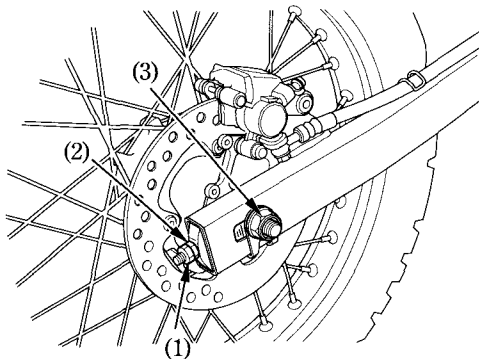


(6) lug
(7) lug

(8) Right front fork
(9) UP mark

Rear Wheel Removal

1. Raise the rear wheel off the ground by placing a support block under the engine.
2. Loosen the drive chain adjusting nut lock nuts (1) and adjusting nuts (2).
3. Remove the rear axle nut (3).
4. Remove the drive chain (4) from the driven sprocket by pushing the rear wheel forward.

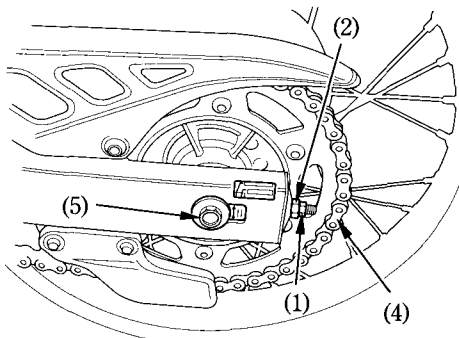


- (1) Lock nuts
(2) Adjusting nuts
(3) Axle nut

5. Remove the axle shaft (5), rear wheel from the swing arm.

NOTE:

* Do not depress the brake pedal while the wheel is off the motorcycle. The caliper pistons will be forced out of the cylinders with subsequent loss of brake fluid. If this occurs, servicing of the brake system will be necessary. See your authorized Honda dealer for this service.



- (4) Drive chain
(5) Axle shaft

Installation Notes:

- To install the rear wheel, reverse the removal procedure.
- Make sure the tang (6) on the swingarm is located in the slot (7) in the brake panel (8).
- Tighten the axle nut to the specified torque.

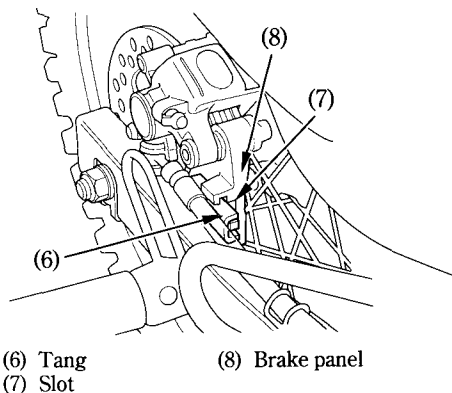
Axle nut torque:

95 N·m (9.5 kg·m , 69 lb-ft)

- Adjust the drive chain (page 66).
- After installing the wheel, apply the brake several times and then check if the wheel rotates freely. Recheck the wheel if the brake drags or if the wheel does not rotate freely.

▲WARNING

- * If a torque wrench was not used for installation, see your authorized Honda dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capacity.



BRAKE PAD WEAR

(Refer to the maintenance precautions on page 51).

Brake pad wear depends upon the severity of usage, the type of riding, and road conditions. (Generally, the pads will wear faster on wet and dirty roads.)

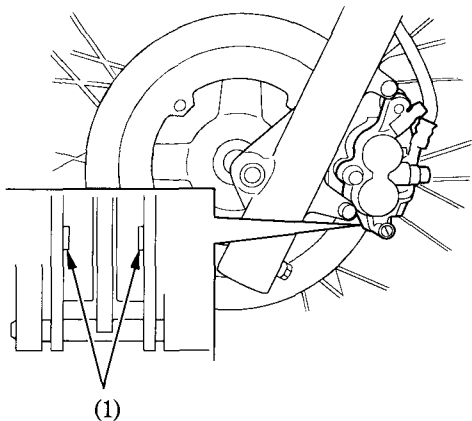
Inspect the pads at each regular maintenance interval (page 46).

Front Brake

Check the cutout (1) in each pad.

If either pad is worn to the cutout, replace both pads as a set. See your authorized Honda dealer for this service.

〈FRONT BRAKE〉



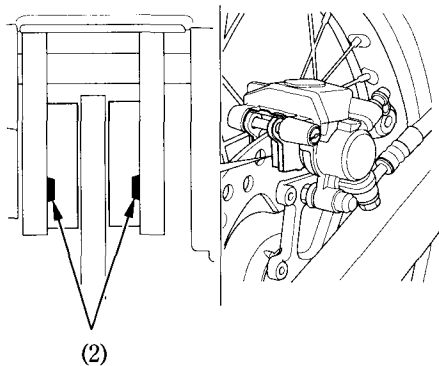
(1) Cutout

Rear Brake

Check the cutout (2) in each pad.

If either pad is worn to the cutout, replace both pads as a set. See your authorized Honda dealer for this service.

〈 REAR BRAKE 〉



(2) Cutout

BATTERY

(Refer to the maintenance precautions on page 51).

It is not necessary to check the battery electrolyte level or add distilled water as the battery is a maintenance-free (sealed) type. If your battery seems weak and/or is leaking electrolyte (causing hard starting or other electrical troubles), contact your authorized Honda dealer.

CAUTION:

- * Removing the battery caps can damage the caps and result in leaks and eventual battery damage.
- * When the motorcycle is to be stored for an extended period of time, remove the battery from the motorcycle and charge it fully. Then store it in a cool, dry place. If the battery is to be left in the motorcycle, disconnect the negative cable from the battery terminal.

▲ WARNING

- * The battery gives off explosive gases; keep sparks, flames, and cigarettes away. Provide adequate ventilation when charging or using the battery in an enclosed space.
- * The battery contains sulfuric acid (electrolyte). Contact with skin or eyes may cause severe burns. Wear protective clothing and a face shield.
 - If electrolyte gets on your skin, flush with water.
 - If electrolyte gets in your eyes, flush with water for at least 15 minutes and call a physician immediately.
- * Electrolyte is poisonous.
 - If swallowed, drink large quantities of water or milk and follow with milk of magnesia or vegetable oil and call a physician.

⚠ WARNING

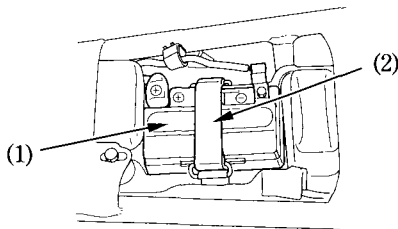
*** KEEP OUT OF REACH OF CHILDREN.**

*** Even though the battery is sealed, it still vents explosive gases.
Do not allow open flames or sparks near the battery.**

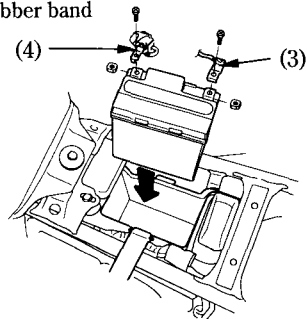
Battery Removal

The battery (1) is in the battery box below the seat.

1. Remove both side covers and the seat (page 32, 34).
2. Remove the rubber band (2).
3. Disconnect the negative (–) terminal lead (4) from the battery first, then disconnect the positive (+) terminal lead (5).
4. Pull out the battery from the battery box.



- (1) Battery
(2) Rubber band



- (3) Negative (–) terminal lead
(4) Positive (+) terminal lead

FUSE REPLACEMENT

(Refer to the maintenance precautions on page 51).

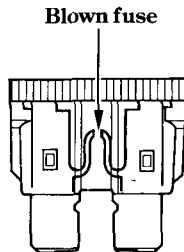
When frequent fuse failure occurs, it usually indicates a short circuit or an overload in the electrical system. See your authorized Honda dealer for repair.

CAUTION:

- * Turn the ignition switch OFF before checking or replacing fuses to prevent accidental short-circuiting.

⚠ WARNING

- * Never use a fuse with a different rating from that specified. Serious damage to the electrical system or a fire may result, causing a dangerous loss of lights or engine power.



Fuse box:

The fuse box is located behind the left side cover.

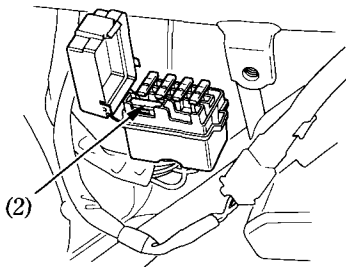
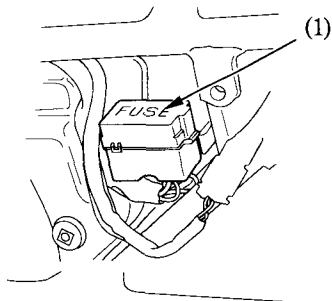
The specified fuse is:

10A

1. Remove the the left side cover. (page 32)
2. Open the fuse box cover (1).
3. Pull out the old fuse and install a new fuse.

The spare fuse (2) is located in the fuse box.

4. Close the fuse box cover and install the left side cover.



- (1) Fuse box cover
(2) Spare fuse

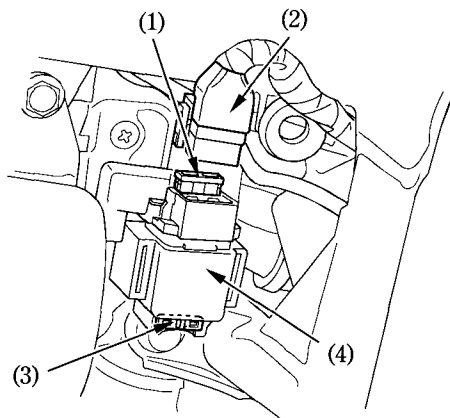
Main fuse:

The main fuse (1) is located behind the right side cover.

The specified fuse is:

20A

1. Remove the right side cover (page 32).
2. Disconnect the wire connector (2) of the starter magnetic switch.
3. Pull out the old fuse and install a new fuse. The spare fuse (3) is located under the starter magnetic switch (4).
4. Reconnect the connector and install the left side cover.



- (1) Main fuse
(2) Wire connector

- (3) Spare fuse
(4) Starter magnetic switch

BULB REPLACEMENT

(Refer to the maintenance precautions on page 51).

⚠ WARNING

- * The light bulb becomes very hot while the light is ON, and remain hot for a while after it is turned OFF. Be sure to let it cool down before servicing.

CAUTION:

- * Do not put finger prints on the headlight bulb, as they may create hot spots on the bulb and cause it to break.

Wear clean gloves while replacing the bulb.

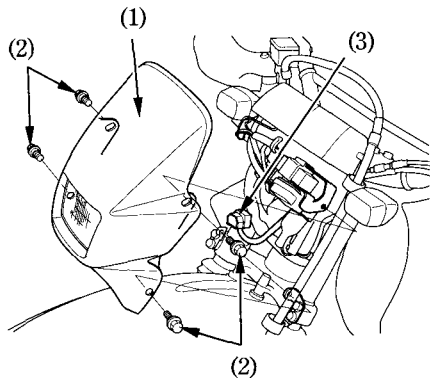
If you touch the bulb with your bare hands, clean it with a cloth moistened with alcohol to prevent its early failure.

NOTE:

- * Be sure to turn the ignition switch OFF when replacing the bulb.
- * Do not use bulbs other than that specified.
- * After installing a new bulb, check that the light operates properly.

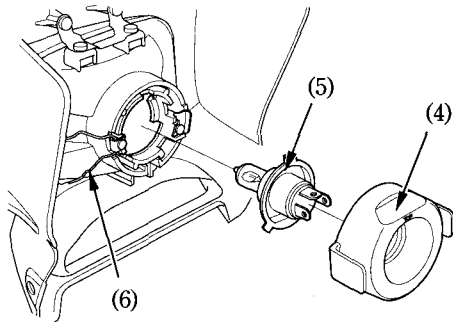
Headlight Bulb

1. Remove the front visor (1) by removing four screws (2).
2. Pull off the socket (3) without turning.



- (1) Front visor
(2) Bolts
(3) Socket

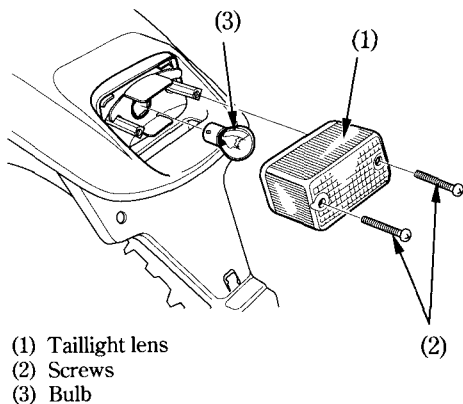
3. Remove the seat rubber (4).
4. Remove the bulb (5) while pressing down on the pin (6).
5. Install a new bulb in the reverse order of removal.



- (4) Seat rubber
(5) Bulb
(6) Pin

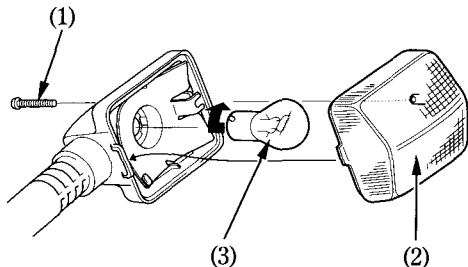
Stop/Taillight Bulb

1. Remove the taillight lens (1) by removing the two screws (2).
2. Slightly press the bulb (3) and turn it counterclockwise.
3. Install a new bulb in the reverse order of removal.



Front/Rear Turn Signal Bulb

1. Remove the screw (1) and remove the turn signal lens (2).
2. Slightly press the bulb (3) and turn it counterclockwise.
3. Install a new bulb in the reverse order of removal.



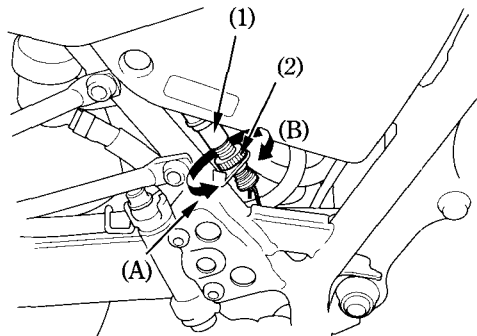
- (1) Screw
- (2) Turn signal lens
- (3) Bulb

STOPLIGHT SWITCH ADJUSTMENT

(Refer to the maintenance precautions on page 51).

Check the operation of the stoplight switch (1) at the right side behind the engine from time to time.

Adjustment is done by turning the adjusting nut (2). Turn the nut in the direction (A) if the switch operates too late and in direction (B) if the switch operates too soon.



(1) Stoplight switch

(2) Adjusting nut

CLEANING

Clean your motorcycle regularly to protect the surface finishes and inspect for damage, wear, and oil or brake fluid leakage.

CAUTION:

*** High pressure water (or air) can damage certain parts of the motorcycle.**

Avoid spraying high pressure water (typical in coin-operated car washes) at the following areas:

Ignition Switch	Instruments
Carburetors	Wheel Hubs
Drive Chain	Muffler Outlets
Under Seat	Under Fuel Tank
Handlebar Switches	
Brake Master Cylinder	

1. After cleaning, rinse the motorcycle thoroughly with plenty of clean water. Strong detergent residue can corrode alloy parts.

NOTE:

- * Clean the plastic parts using a cloth or sponge dampened with a solution of mild detergent and water. Rub the soiled area gently rinsing it frequently with fresh water.
2. Dry the motorcycle, start the engine, and let it run for several minutes.
 3. Test the brakes before riding the motorcycle. Several applications may be necessary to restore normal braking performance.
 4. Lubricate the drive chain immediately after washing and drying the motorcycle.

▲WARNING

- * **Braking efficiency may be temporarily impaired immediately after washing the motorcycle. Anticipate longer stopping distance to avoid a possible accident.**

Aluminum Wheel Maintenance

Aluminum corrodes when it comes in contact with dust, mud, road salt, etc. After riding, clean the wheels with a wet sponge and mild detergent, then rinse well with water and wipe dry with a clean cloth.

CAUTION:

- * Do not use steel wool or a cleaner containing abrasives or compounds to clean the wheels, as they can cause damage.**
- * Do not ride over a curb or rub the wheel against an obstacle, as wheel damage may result.**

STORAGE GUIDE

Extended storage, such as for winter, requires that you take certain steps to reduce the effects of deterioration from non-use of the motorcycle. In addition, necessary repairs should be made BEFORE storing the motorcycle; otherwise, these repairs may be forgotten by the time the motorcycle is removed from storage.

STORAGE

1. Change the engine oil and filter.
2. Make sure the cooling system is filled with a 50/50% antifreeze solution.
3. Empty the fuel tank into an approved petrol container using a commercially available hand siphon or an equivalent method. Spray the inside of the tank with an aerosol rust-inhibiting oil.

Reinstall the fuel fill cap on the tank.

NOTE:

- * If storage will last more than one month, carburetor draining is very important, to assure proper performance after storage.

⚠ WARNING

- * **Petrol is extremely flammable and is explosive under certain conditions. Perform this operation in a well-ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where petrol is drained or stored and where the fuel tank is refueled.**

4. To prevent rusting in the cylinder, perform the following:
 - Remove the spark plug cap from the spark plug. Using tape or string, secure the cap to any convenient plastic body part so it is positioned away from the spark plug.
 - Remove the spark plug from the engine and store it in a safe place. Do not connect the spark plug to the spark plug cap.
 - Pour a tablespoon (15–20 cc) of clean engine oil into the cylinder and cover the spark plug hole with a piece of cloth.
 - Crank the engine several times to distribute the oil.
 - Reinstall the spark plug and spark plug cap.
5. Remove the battery. Store in an area protected from freezing temperatures and direct sunlight.
Slow charge the battery once a month.
6. Wash and dry the motorcycle. Wax all painted surfaces. Coat chrome with rustinhibiting oil.
7. Lubricate the drive chain (page 69).
8. Inflate the tyres to their recommended pressures. Place the motorcycle on blocks to raise both tyres off the ground.
9. Cover the motorcycle (don't use plastic or other coated materials) and store in an unheated area, free of dampness with a minimum of daily temperature variation. Do not store the motorcycle in direct sunlight.

REMOVAL FROM STORAGE

1. Uncover and clean the motorcycle.
2. Change the engine oil if more than 4 months have passed since the start of storage.
3. Charge the battery as required. Install the battery.
4. Drain any excess aerosol rust-inhibiting oil from the fuel tank. Fill the fuel tank with fresh petrol.
5. Perform all Pre-ride Inspection checks (page 35).
Test ride the motorcycle at low speeds in a safe riding area away from traffic.

SPECIFICATIONS

DIMENSIONS

Overall length	2,107 mm (83.0 in)
Overall width	825 mm (32.5 in)
Overall height	1,135 mm (44.7 in)
Wheelbase	1,355 mm (53.3 in)
Ground clearance	240 mm (9.4 in)

WEIGHT

Dry weight	123 kg (271 lbs)
------------	------------------

CAPACITIES

Engine oil (After draining)	1.3 ℓ (1.4 US qt , 1.1 Imp qt)
(After draining and oil filter change)	1.32 ℓ (1.39 US qt , 1.16 Imp qt)
(After disassembly)	1.6 ℓ (1.7 US qt , 1.4 Imp qt)
Fuel tank	9.3 ℓ (2.46 US gal , 2.05 Imp gal)
Cooling system capacity	1.2 ℓ (0.32 US gal , 0.26 Imp gal)
Passenger capacity	Operator and one passenger
Maximum weight capacity	158 kg (348 lbs)

ENGINE

Bore and stroke	70.0 × 64.8 mm (2.76 × 2.55 in)
Compression ratio	10.4 : 1
Displacement	249 cm ³ (15.2 cu-in)
Spark plug	
Standard	CR8EH9(NGK) or U24FER9(NIPPONDENSO)
For cold climate (Below 5°C, 41°F)	CR7EH9(NGK) or U22FER9(NIPPONDENSO)
For extended high speed riding	CR9EH9(NGK) or U27FER9(NIPPONDENSO)
Spark plug gap	0.80—0.90 mm (0.031—0.035 in)
Idle speed	1,300 ± 100 min ⁻¹ (rpm)

CHASSIS AND SUSPENSION

Caster	25°50'
Trail	93 mm (3.7 in)
Tyre size, front	2.75—21 45P
Tyre size, rear	4.60—18 63P

POWER TRANSMISSION

Primary reduction	2.727
Gear ratio, 1st	2.846
2nd	1.882
3rd	1.333
4th	1.041
5th	0.884
6th	0.785
Final reduction	3.384

ELECTRICAL

Battery	12V — 6AH
Generator	0.204 kw/5,000 min ⁻¹ (rpm)

LIGHTS

Headlight		12V—60/55W
Tail/brake light		12V—5/21W
Turn signal light	Front	12V—21W
	Rear	12V—21W
Instrument lights		12V—3.4W
Neutral indicator light		12V—3.4W
Turn signal indicator light		12V—3.4W
High beam indicator light		12V—1.7W
Side stand indicator		12V—1.7W

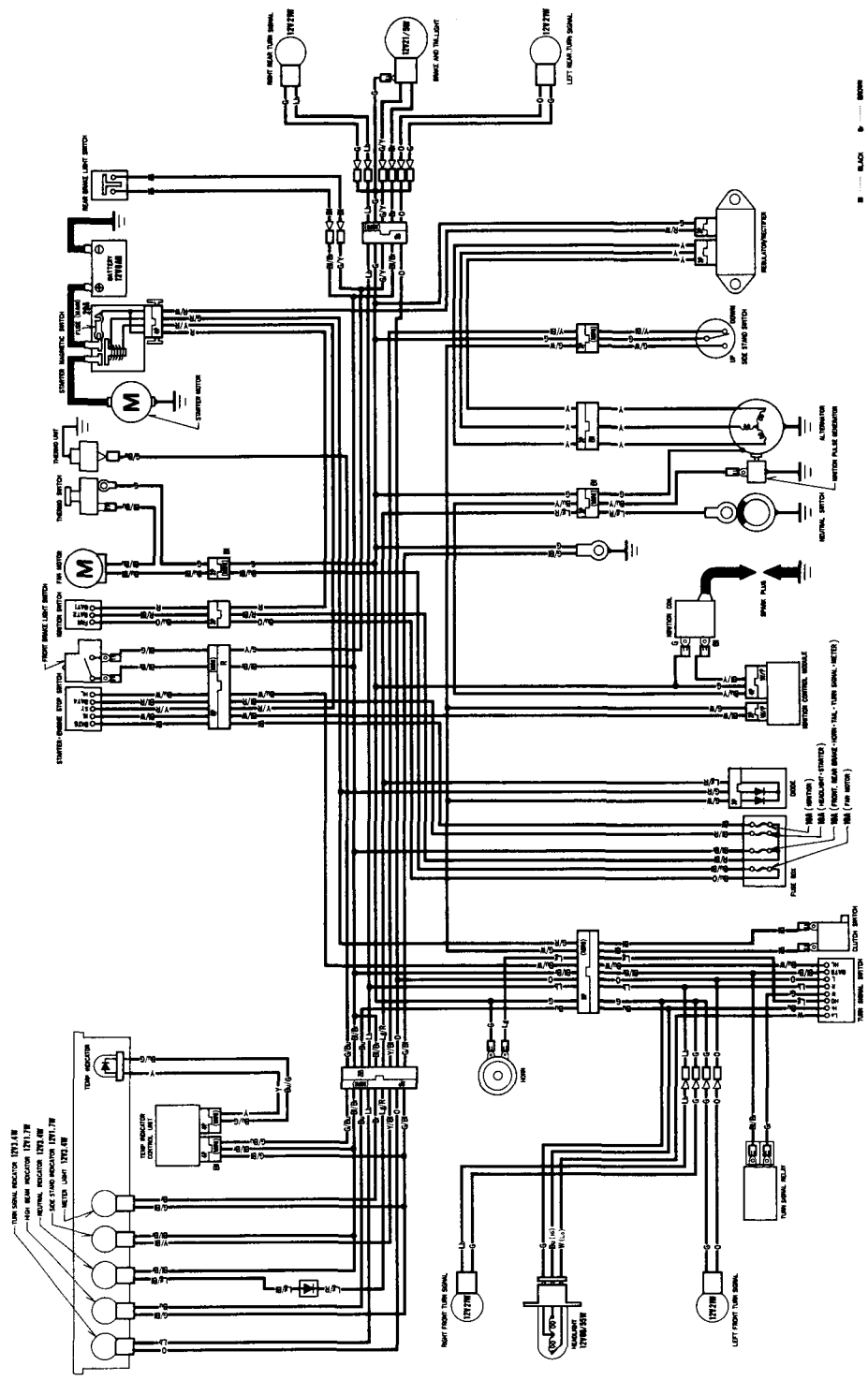
FUSE

Main fuse	20A
Other fuses	10A

NOISE CONTROL SYSTEM (AUSTRALIA ONLY)

TAMPERING WITH THE NOISE CONTROL SYSTEM IS PROHIBITED: Owners are warned that the law may prohibit : (a) The removal or rendering inoperative by any person other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; and (b) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

XL250



- BLACK
- YELLOW
- BLUE
- RED
- WHITE
- GREEN
- PINK
- GRAY

SWITCH	SWITCH	SWITCH	SWITCH	SWITCH
STARTER SWITCH	HEADLIGHT SWITCH	TURN SIGNAL SWITCH	TURN SIGNAL SWITCH	TURN SIGNAL SWITCH
STARTER SWITCH	HEADLIGHT SWITCH	TURN SIGNAL SWITCH	TURN SIGNAL SWITCH	TURN SIGNAL SWITCH
STARTER SWITCH	HEADLIGHT SWITCH	TURN SIGNAL SWITCH	TURN SIGNAL SWITCH	TURN SIGNAL SWITCH
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